

# State Fiscal Year 2018 SPR-PL Planning Work Program



Federal Highway Administration  
Projects:  
SPR-PL 3000 (107)  
Through  
SPR-PL 3000 (148)



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## OBJECTIVES FOR FISCAL YEAR 2018

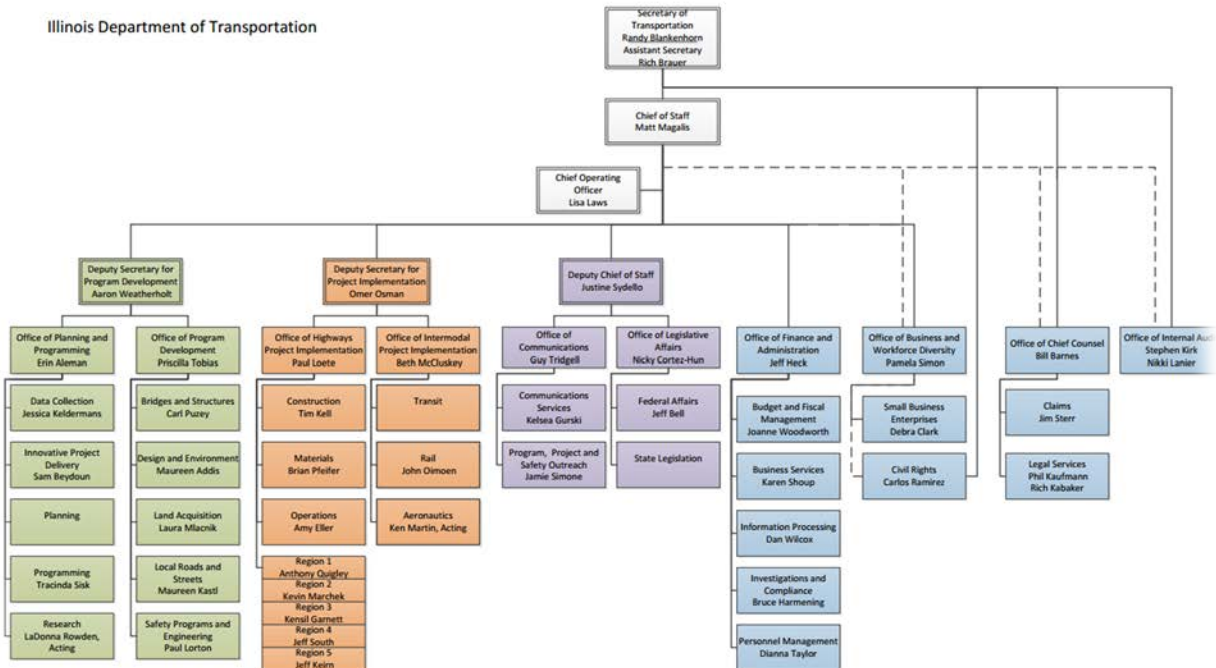
Each year, the Office of Planning and Programming (OPP) analyzes its planning and programming initiatives for consistency with the current goals and objectives of the Department of Transportation and the State of Illinois. This exercise forms the basis for assessing the current and proposed activities in terms of Department policies and priorities, and guides the office in initially structuring the first drafts of the following fiscal year's (July 1 - June 30) appropriation bill.

Objectives identified during the Long Range Transportation Plan (LRTP) development that guide the highway and intermodal planning processes and investment strategies of the Department for this year's document include:

- **Safety:** Ensure the highest standards in safety across the state's transportation system.
- **Economic Growth:** Improve Illinois' economy by providing transportation infrastructure that allow for the efficient movement of people and goods.
- **Access:** Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.
- **Livability:** Enhance quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options and preserve the environment.
- **Stewardship:** Safeguard existing funding and increase revenues to support system maintenance, modernization and strategic growth of Illinois' transportation system.
- **Resilience:** Proactively plan and invest in the state's transportation system to ensure that its infrastructure is prepared to sustain extreme weather events.

## ORGANIZATION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION

IDOT consists of ten supporting offices. The following organization chart represents basic structure and the department's senior management.



4.17.17

## ORGANIZATION OF THE OFFICE OF PLANNING AND PROGRAMMING

The Office of Planning and Programming (OPP) is responsible for the development of the Department's program and budget to maintain, enhance, and strategically expand the State of Illinois transportation system. Also, the office is responsible for conducting the following activities for the state's transportation program and budget.

- Data Collection and Analysis
- Policy Analysis
- Identifying Resources
- Conducting Research
- Long Range Planning
- Department Goal Development

Four documents guide the Department's transportation planning process.

1. Illinois' Long Range Transportation Plan and related planning documents address present and future problems and solutions related to managing the existing and future transportation system. These plans are used in maintaining, enhancing, and strategically expanding the transportation system to serve the state's future needs.
2. State Transportation Improvement Program (STIP) document details a tentative allocation of resources anticipated during the next five years and a specific scheduling of projects.
3. IDOT's annual program is published which details the upcoming year's anticipated accomplishments.
4. The construction and grants budget request identifies specific sources for financing this program during the coming fiscal year and provides the basis for appropriation requests from the Illinois General Assembly.

While OPP is accountable for directing the development of the state's transportation plans and programs, the resulting products represent the input of the Department and stakeholders across the State.

Key activities of OPP relate to policy development, metropolitan planning, air quality planning and interagency liaison functions. In the policy area, the office provides staff support to facilitate policy decisions related to the state appropriations and substantive legislation that impacts transportation. The office administers the state's Metropolitan Planning Program which is funded with federal funds and provides planning support to the state's metropolitan areas enabling local officials to participate in the development of their respective components of the State's plans and programs.

The office represents the Department on interagency energy, economic development, and rural revitalization task forces and committees that address the role and the responsibility of transportation in total system planning.

The organization of OPP reflects a structuring of the planning and programming functions. This structuring allows for an integration of activities, which maximizes staff's abilities to meet program objectives, long range goals, and to respond to new problems in transportation planning.

The **Bureau of Planning** is responsible for developing an assessment of the existing transit, rail, freight, and aviation systems; developing those elements for multi-modal planning and multi-year programming purposes including a recommended annual improvement program. The bureau develops the Long Range Transportation Plan and other multi-modal plans. The bureau also manages the Metropolitan Planning Program. The bureau also provides information technology support, fiscal processing, data processing, and graphic services to OPP. In addition, the bureau also prepares the Official State Highway map and other transportation maps for rail, ports, transit, counties, and scenic byways.

The **Bureau of Programming** develops an assessment of the existing highway system and identifies current and future needs for planning and programming purposes while considering constraints. The bureau is responsible for developing programs of projects for highways and reporting on accomplishments of those programs. To do this they develop programming guidelines to address statewide goals and objectives, needs assessment, system data including collection, and grant programs. The bureau is responsible for ongoing data submittals to FHWA to meet statutory requirements and funding allocation criteria through Highway Performance Monitoring System (HPMS), National Bridge Inventory (NBI), and continuous count traffic data. Also, maintains roadway and bridge data.

**Bureau of Innovative Project Delivery** oversees the department's initiatives to explore the leveraging of private resources in project implementation and agency operations. The bureau coordinates with private sector and public entities to expedite project delivery and maximize innovation in the financial, design, construction, operation, and maintenance of major transportation infrastructure projects.

**Bureau of Data Collection and Mapping** maintains transportation data systems such as, roadway condition information, traffic data, and crash reports filed by motorists and law enforcement officers. The bureau is responsible for preparing the annual crash facts report.

**Bureau of Research** coordinates the departments federally and state funded research activities, including all Strategic Highway Research and National Cooperative Research and Transportation Research Board Programs (NCHRP). Research activities are primarily conducted through an intergovernmental agreement with the University of Illinois at Urbana-Champaign, which funds the Illinois Center for Transportation.

## GLOSSARY OF TERMS USED IN UNIFIED WORK PROGRAM

|           |  |
|-----------|--|
| 3C        | Continuous, Coordinated & Comprehensive                            |
| AASHTO:   | American Association of State Highway and Transportation Officials |
| ADA:      | Americans with Disabilities Act                                    |
| ADT:      | Average Daily Traffic  |
| ALO:      | Appropriate Local Officials  |
| AVI:      | Automatic Vehicle Identification                                   |
| BMS:      | Bridge Management System   |
| BPT:      | Bridge Project Tracking  |
| CADD:     | Computer Aided Design/Drafting                                     |
| CCS:      | Context Sensitive Solutions  |
| CRP:      | Comprehensive Regional Planning State Funds                        |
| CMAQ:     | Congestion Mitigation & Air Quality                                |
| CMS:      | Congestion Management System                                       |
| CRS:      | Condition Rating Survey  |
| DCV:      | Data Collection Vehicle  |
| DOAP:     | Downstate Operating Assistance Program                             |
| F.A.:     | Federal-Aid  |
| FAST Act: | Fixing America's Surface Transportation Act                        |
| FHWA:     | Federal Highway Administration (U.S. Department of Transportation) |
| FRA:      | Federal Railroad Administration                                    |
| FTA:      | Federal Transit Administration                                     |
| FY:       | Fiscal Year  |
| GIS:      | Geographic Information System                                      |
| HBP:      | Highway Bridge Program   |
| HPMS:     | Highway Performance Monitoring System                              |
| HRDB:     | Highway Record Data Bank   |
| HUD:      | Housing and Urban Development                                      |
| IDOT:     | Illinois Department of Transportation                              |
| IRIS:     | Illinois Roadway Information System                                |
| ISIS:     | Illinois Structure Information System                              |
| ISTEA:    | Illinois State Transportation Equity Act                           |
| ITEP:     | Illinois Transportation Enhancement Program                        |
| ITS:      | Intelligent Transportation Systems                                 |
| LRTP:     | Long Range Transportation Plan                                     |
| LTPP:     | Long Term Pavement Performance                                     |
| MAP-21:   | Moving Ahead for Progress in the 21 <sup>st</sup> Century          |
| NAAQS:    | National Ambient Air Quality Standards                             |
| NBIP:     | National Bridge Inspection Program                                 |
| NBIS:     | National Bridge Inventory System                                   |
| NHS:      | National Highway System  |



|             |  |
|-------------|--|
| OFA:        | Office of Finance and Administration   |
| OHPI:       | Office of Highways Project Implementation                                    |
| OIPI:       | Office of Intermodal Project Implementation                                  |
| OPD:        | Office of Program Development  |
| OPP:        | Office of Planning and Programming   |
| PL:         | (Metropolitan) Planning Funds  |
| RFP:        | Request for Proposal   |
| PPS:        | Program Planning System  |
| RPB:        | Regional Planning Board  |
| ROW:        | Right-of-Way   |
| RPC:        | Regional Planning Commission   |
| RTP:        | Regional Transportation Plan   |
| SAFETEA-LU: | Safe, Accountable, Flexible, Efficient Transportation Act – Legacy for Users |
| SPR:        | State Planning and Research Funds  |
| SRA:        | Strategic Regional Arterial  |
| STIP:       | State Transportation Improvement Program                                     |
| STP:        | Surface Transportation Program   |
| TEA-21:     | Transportation Equity Act for the 21 <sup>st</sup> Century                   |
| TIGER:      | Topologically Integrated Geographic Encoder Referencing                      |
| TIP:        | Transportation Improvement Program   |
| TPWP:       | Transportation Planning Work Program   |
| TSD:        | Transportation Systems Development   |
| TSM:        | Transportation Systems Management  |
| U.S. DOT:   | United States Department of Transportation                                   |
| UWP:        | Unified Work Program   |
| VAB:        | Vehicle Arresting Barrier  |
| VAC:        | Voluntary Action Center  |
| VMT:        | Vehicle Miles of Travel  |
| WIM:        | Weigh-In-Motion  |
| WPPS:       | Windows Program and Planning System  |

## **SUMMARY**

This FY 2018 Unified Work Program totals approximately \$73,000,000

The primary focus of OPP's FY 2018 Unified Work Program is the transportation planning and planning-oriented activities performed within the State of Illinois at various levels -- the Office of Planning and Programming, the District Bureaus of Programming, and the Metropolitan Planning Organizations (MPO). The total federal costs of this effort are \$42,398,435.

Other transportation planning and programming activities specified in this Work Program are estimated to be \$19,807,857.

The funding for the transportation planning and programming work described in this document is expected to come from the following sources:

| <b>ITEM</b>      | <b>Federal SPR Amount</b> | <b>Federal PL Amount</b> | <b>State/Local Match Amount</b> | <b>Non-SPR-PL (State or Local) Amount</b> | <b>TOTAL COSTS</b>  |
|------------------|---------------------------|--------------------------|---------------------------------|---|---------------------|
| SPR Work Program | \$25,173,706              | --                       | \$6,293,426                     |   | \$31,467,132        |
| MPO PL (16 MPOs) | --                        | \$17,224,729             | \$4,306,183                     | --  | \$21,530,912        |
| Non-SPR-PL       | --                        | --                       | --                              | \$19,807,857                              | \$19,807,857        |
| <b>TOTALS</b>    | <b>\$25,173,706</b>       | <b>\$17,224,729</b>      | <b>*\$10,599,609</b>            | <b>\$19,807,857</b>                       | <b>\$72,805,901</b> |

\*Note: Department of Transportation - \$4,333,159; Local Sources - \$498,526

## **CHAPTER ONE - PROGRAM PLANNING - STATEWIDE - HIGHWAY PROGRAM PLANNING**

### **ESTIMATED PROGRAM COSTS**

| <b>ACTIVITY</b>                           | <b>JOB<br/>NUMBER</b> | <b>CENTRAL<br/>OFFICE<br/>COSTS</b> | <b>DISTRICT<br/>OFFICE<br/>COSTS</b> | <b>TOTAL</b>        |
|---|-----------------------|-------------------------------------|--------------------------------------|---------------------|
| Highway Program Planning                  | 11A-18-1              | \$2,550,000                         |                                      | \$2,550,000         |
| Highway Program Planning                  | 11A-18-2              |                                     | 1,734,245                            | \$1,734,245         |
| Highway Functional Classification/        |                       |                                     |                                      |                     |
| Federal-aid Systems/Urban Limits          | 11B-18-2              | \$293,056                           | 35,190                               | \$328,246           |
| Special Federal Studies                   | 11C-18-2              |                                     | 103,530                              | \$103,530           |
| Pavement Condition Survey (CRS)           | 11D-18-1              | \$2,964,682                         |                                      | \$2,964,682         |
| Comprehensive Bridge Mgmt. System         | 11E-18-1              | \$2,000,000                         |                                      | \$2,000,000         |
| Statewide Windows Pro Plan Syst<br>(WPPS) | 11M-18-1              | \$1,875,000                         |                                      | \$1,875,000         |
| Work Zone Safety Campaign                 | 11U-18-1              | \$1,200,000                         |                                      | \$1,200,000         |
| National Scenic Byways in Illinois        | 11V-18-1              | \$218,500                           |                                      | \$218,500           |
| BridgeWatch® System                       | 386-18-1              | \$312,500                           |                                      | \$312,500           |
| Alternate Financing & Project Delivery    | 393-18-1              | \$1,600,000                         |                                      | \$1,600,000         |
| Height Modernization Program              | 404-18-1              |                                     |                                      |                     |
| Fiber Tracking Software Purchase          | 406-18-1              | \$106,250                           |                                      | \$106,250           |
| Truck Size/Weight on<br>Roadways/Bridges  | 446-18-1              | \$1,250,000                         |                                      | \$1,250,000         |
| Specific Task Training (STTP) Program     | 450-18-1              | \$150,000                           |                                      | \$150,000           |
| 2015 Statewide Orthoimagery               | 454-18-1              |                                     |                                      |                     |
| Asset Management                          | 459-18-1              | \$287,500                           |                                      | \$287,500           |
| Maintenance Yard Study                    | 477-18-1              | \$500,000                           |                                      | \$500,000           |
| Highway Program Development Project       | 481-18-1              | \$685,000                           |                                      | \$685,000           |
| Sidewalk Labs Model                       | 488-18-1              | \$2,400,000                         |                                      | \$2,400,000         |
| <b>TOTAL COSTS</b>                        |                       | <b>\$18,392,488</b>                 | <b>\$1,872,965</b>                   | <b>\$20,265,453</b> |
|   |                       |                                     |                                      |                     |

\*If no dollar amount is present adequate federal funds are available to fund this project or funding will be requested later.

## OBJECTIVES

For highways, the objective is to develop responsive and cost-effective highway plans and programs. An essential element of this process is the recognition of fiscal constraints that affect the ultimate viability of all plans and programs.

The process stems from analysis of the present and anticipated condition, performance and problems of the highway system. General strategies and investment principles are then developed to address issues. These strategies and principles are in turn translated into specific project parameters and criteria for development of the multi-year highway improvement program.

## ANTICIPATED ACCOMPLISHMENTS FOR FISCAL YEAR 2018

Activities during FY 2018 will concentrate on the continued assessment and prioritization of the condition and performance problems on the state highway system, and development of improvement priorities, investment strategies, and plans to meet these problems.

The principal goal and priority of the planning and programming efforts will be the maintenance of the existing state highway and bridge system with implementation of strategic congestion-mitigation and system expansion projects where severe demand problems exist. Planning will continue to be a dynamic process, with flexibility built in to allow program re-scoping and reprioritization as changing funding conditions require.

|  |     |                       |                          |             |
|--|-----|-----------------------|--------------------------|-------------|
| 11A-18-1   | OPP | Bureau of Programming | Highway Program Planning | \$2,550,000 |
| 11A-18-2   | OPP | Bureau of Programming | Highway Program Planning | \$1,734,245 |
| <p>The highway planning and programming processes are interactive and provide the principal focus of the FY 2018 highway work program. The planning process analyzes the issues, problems, and resources of the highway system and establishes guidelines and strategies for highway investment and improvement. Documents will be published to provide updated information on the status and performance of the highway system. The programming process defines a specific project-by-project course of action to achieve the plan objectives.</p> <p>A. <b>Analyze fiscal resources and develop funding capabilities and options:</b></p> <ul style="list-style-type: none"> <li>o Major Product: <b>Multi-Year Highway Program Funding Levels</b></li> <li>o Supporting Source Products: <ul style="list-style-type: none"> <li>. State Revenue Forecasts</li> <li>. Federal-aid Forecasts</li> <li>. Cash Flow and Pay-Out Projections</li> <li>. Program Funding Target Assumptions</li> </ul> </li> </ul> <p>B. <b>Prepare alternate priorities and strategies for highway improvement investment:</b></p> <ul style="list-style-type: none"> <li>o Major Product: <b>FY 2018-2023 Program Menu Targets</b></li> <li>o Supporting Source Products: <ul style="list-style-type: none"> <li>. Bridge Analysis Monitoring System</li> <li>. 2017 Illinois Condition Rating Survey</li> <li>. Multi-Year Highway Program Funding Levels</li> <li>. 2017 Annual Program Report</li> </ul> </li> </ul> <p>C. <b>Select an Investment Package Schedule:</b></p> <ul style="list-style-type: none"> <li>o Major Product: <b>Multi-Year Program Menu Targets</b></li> <li>o Supporting Source Products: <ul style="list-style-type: none"> <li>. Bridge Analysis Monitoring System</li> <li>. 2017 Illinois Condition Rating Survey</li> <li>. Multi-Year Highway Program Funding Levels</li> </ul> </li> </ul> <p>D. <b>Develop Project Selection Guidelines and Criteria:</b></p> <ul style="list-style-type: none"> <li>o Major Product: <b>Programming Guidelines</b></li> <li>o Supporting Source Products:</li> </ul> |     |                       |                          |             |

- . Program and Planning System
- . Design & Environment Manual
- . Previous Programming Guideline
- E. **Develop a Multi-Year Program with Proposed FY 2018 Annual Program:**
  - o Major Product: **FY 2018-2023 Proposed Highway Improvement Program**
  - o Supporting Source Products:
    - . Program guidelines
    - . Previous programs
    - . Commitment (Agreement) file
    - . Structure conditions reports
    - . Project file
    - . Funding targets
    - . Public involvement & review process
  - o This multi-year program and proposed annual element is typically submitted to the Illinois General Assembly in April for their review and consideration in adopting the necessary state appropriation legislation. Upon completion of legislative financing action, usually early July, a final FY 2018 program will be released. This final activity is described in Chapter Three, Annual Transportation Improvement Program (Unified Work Program, page 45).
- F. **2017 Condition Rating Survey:**
  - o Major Product: 2017 Condition Rating Survey: maps and data input into Illinois Roadway Information System (IRIS) to produce necessary reports, analysis, input to guidelines and project selection for FY 2018-2023 Multi-Year Program.
  - o CRS conducted yearly (half the state each year), this activity includes training sessions in FY 2017. Follow-up statewide uniformity checks on condition ratings in FY 2017/2018. District rating activity will be equally split between FY 2017 and FY 2018.
  - o Assistance and support will continue to be provided for the digital workstations.
  - o Mobile LiDAR added to the 2017 CRS collection to assist in building a complete database of highway inventory assets and attributes.
  - o Analysis of 2017 Condition Rating Survey data will occur in FY 2018.
- G. **Assess the status and potential deficiencies of major bridges:**
  - o Major Product: **Major Bridge Analysis/Study**
  - o Supporting Source Products:
    - . Bridge Inspection Reports and Structure Computer File
    - . ISIS Computer File
    - . BAMS-Bridge Analysis & Monitoring System
- H. **Develop project status sheets and reports:**
  - o Major product: Project Status Reports for:
    - . Federal HPP in new transportation authorization
    - . Appropriation Add-ons
    - . Governor/Secretary Commitments
- I. **Special Studies and Reports:**
  - o Review & monitor ITEP program
    - . Monitor the new transportation bill for changes to enhancement program
    - . Revise ITEP guidelines and policies
    - . Tie ITEP database to PPS system
    - . Develop project tracking system
    - . Public Involvement
  - o Review & Monitor EDP program
    - . Continue work on database
    - . Tie EDP database to PPS system
    - . Identify ways to improve coordination with districts

- . Develop project tracking system
- o Review and Monitor Scenic Byways Program
  - . Monitor the new transportation bill for changes to the Byway Program
  - . Establish a database for tracking both construction & non-construction Byway projects
  - . Coordinate project applications with Byways and FHWA

|   |            |                              |   |                  |
|---|------------|------------------------------|---|------------------|
| <b>11B-18-2</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Highway Functional Classification/NHS/Urban Limits</b> | <b>\$328,284</b> |
| <p>The department conducts a Condition Rating Survey (CRS) to assess the pavement condition of its 16,000 centerline mile highway system and the National Highway System (NHS). A contract was initiated with Mandli Communications in March 2017 for the data collection of the pavement condition of the State's highway system and the NHS. In addition to assessing pavement condition Light Detection and Ranging (LiDAR) has been added to the collection contract to assist the department in highway asset management. The addition of LiDAR will provide the Department with a dataset that allows for an accurate inventory of roadway and roadside assets and an exact measurement of the quantity of assets including their precise geo-location, condition and measurements. This is a four (4) year contract with two (2) 24 month renewal options. Mandli will utilize specialized vehicles equipped with cameras and sensor measuring devices to collect the pavement condition and LiDAR point cloud. They will provide the State support with workstations and software for the analysis of the newly collected data. The data and the images collected by the vendor will primarily be used by the department to analyze the condition of the highway system for the CRS. The LiDAR data will be used by OP&amp;P to verify roadway attributes and other Bureaus such as Safety Engineering, Operations, and Aerial Surveys.</p> |            |                              |   |                  |

|   |            |                              |                                |                  |
|---|------------|------------------------------|--------------------------------|------------------|
| <b>11C-18-2</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Special Federal Studies</b> | <b>\$103,530</b> |
| <p>Technical responses to requests from the FHWA concerning highway program planning will be prepared as requests arise, including data analyses and reports on system conditions, fiscal problems, and highway transportation issues, policies, plans, and programs.</p> |            |                              |                                |                  |

|   |            |                              |   |                    |
|---|------------|------------------------------|---|--------------------|
| <b>11D-18-1</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Adapt CRS Data to a Pavement Management System</b> | <b>\$2,964,682</b> |
| <p>The department conducts a Condition Rating Survey (CRS) to assess the pavement condition of its 16,000 centerline mile highway system and the National Highway System (NHS). A contract was initiated with Mandli Communications in March 2017 for the data collection of the pavement condition of the State's highway system and the NHS. In addition to assessing pavement condition Light Detection and Ranging (LiDAR) has been added to the collection contract to assist the department in highway asset management. The addition of LiDAR will provide the Department with a dataset that allows for an accurate inventory of roadway and roadside assets and an exact measurement of the quantity of assets including their precise geo-location, condition and measurements. This is a four (4) year contract with two (2) 24 month renewal options. Mandli will utilize specialized vehicles equipped with cameras and sensor measuring devices to collect the pavement condition and LiDAR point cloud. They will provide the State support with workstations and software for the analysis of the newly collected data. The data and the images collected by the vendor will provide a full comprehensive inventory of safety and other barriers that will allow for enhanced analysis, a full listing of all signs and billboards that will allow for better safety analysis of crashes to be able to ascertain the exact location of signs and the specific messages on those signs, and data that to evaluate the Structures and Overhead heights and widths for the Oversize, Overweight permitting application. The data and the images collected by the vendor will primarily be used by the department to analyze the condition of the highway system for the CRS. The LiDAR data will be used by OP&amp;P to verify roadway attributes and other Bureaus such as Safety Engineering, Operations, Aerial Surveys, and Data Collection.</p> |            |                              |   |                    |

|  |            |   |  |                    |
|--|------------|---|--|--------------------|
| <b>11E-18-1</b>  | <b>OPP</b> | <b>Bureau of Programming &amp; Bureau of Bridges &amp; Structures</b> | <b>Integrated Bridge Management System</b> | <b>\$2,000,000</b> |
| <p>The deliverables for FY 2018 will include the following: Continue development of an automated permit routing system. Enhance ISIS as needed to meet the requirements of Bridge Management System (BMS) Users and allow entry of local agency bridge inspections. Continue the integration of ISIS data with GIS. Conduct National Bridge Inspection Standards and Element Level Bridge Inspection Training for IDOT personnel. Continue consultant inspections of delinquent bridges if the local agencies are unable to accomplish the inspections in a timely fashion. Continue consultant Element Level Inspections on the local National Highway System for those agencies that do not have certified Element Level Inspectors on staff. Continue the planning and development effort to implement a Bridge Management System (BMS) as legislated by the federal MAP-21 and within the required timelines. Continue to enhance the GIS functionality to the Structure Information Management System (SIMS) project. Continue to enhance the incorporation of the Bridge Analysis &amp; Monitoring (BAMS) bridge backlog calculations' structure data into the various data views of SIMS for central office and district office users' needs. Continue to work with the SIMS views and Statewide Program Planning's PPS datamart/database applications to interface the two to provide bridge backlog data to multiyear and annual bridge projects in PPS and for OP&amp;P's Crystal Reports' development. Continue to incorporate AASHTOWare Bridge Management software (formerly known as Pontis) output into early scoping of bridge projects for maintenance activities that will extend the useful lifespan of Illinois bridges. Continue to develop and enhance a comprehensive digital photo and document database and make it accessible to both central and district offices. Continue the ongoing replacement of the existing Bridge Inspection System (BIS) which has reached the end of its useful life. Investigate and pursue the ability for local agencies to enter their bridge inspection information online in order to become compliant with the FHWA's "23 metrics" of the NBIS. Plans continue to include: 1)addressing electronic and other non-electronic equipment needs as technology evolves (i.e. digital cameras, tablets, laptops, camcorders, computers, printers, sonar equipment, etc., used to support the Department's structure program inventory, monitoring and inspection activities); 2) repairing or replacing electronic and other non-electronic equipment as items become outdated or in need of repair/replacement, and 3) adding equipment and training when non-state entities gain access to the Department's enhanced structure data collection &amp; reporting systems. Provide access to AASHTOWare Bridge Rating (formerly VIRTIS) for load rating of state and local agency structures. Continue to participate both financially and by departmental representation on the Technical Review Team in the AASHTO project to develop the next generation of Bridge Management System Software (formerly Pontis). The Department plans to expend \$775,000 in FY 18 for a new bridge inspection snoopers capable of allowing bridge inspector access to the largest bridges in our inventory. The department also plans to expend \$500,000 on two towable under bridge inspection platforms one for the north half of the state and the second one for the south half of the state. These platforms will be shared among the districts and will allow them to get "hands on", as required by NBIS for in depth inspection and maintenance activities.</p> |            |   |  |                    |

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| <b>11M-18-1</b>  | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Statewide Windows Planning and Programming System (WPPS)</b> | <b>\$1,875,000</b> |
| <p>The Department issued an RFP for a new multi-year contract to allow additional enhancements to WPPS and integration with additional system replacement initiatives. Enhancements were identified during the original contract that had been requested now that the system has been implemented. The Department is also rewriting other applications that interface with WPPS which will result in interface work for WPPS. A two year contract was executed in FY 2015 at an estimated cost of \$2.9 million a year. The contract will utilize approximately \$1.26M a year in SPR funds, with Bureau of Information Processing funding the remaining. The two year renewal option was executed in FY17 making the contract effective until 12/15/2018.</p> |            |                              |   |                    |

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| <b>11U-18-1</b>   | <b>OPP</b> | <b>Bureau of Safety Programs &amp; Engineering</b> | <b>Work Zone Safety Campaign</b> | <b>\$1,200,000</b> |
| <p>During FY 18, air time on cable, television networks and strategic radio stations will be purchased throughout the state during the construction season in order to bring its Work Zone Safety Public Service Announcements to more than 2.5 million households each month. This is a targeted strategy in the Illinois Strategic Highway Safety Plan (SHSP) to address the known heightened accident potential in highway construction zones and is consistent with efforts by IDOT and US DOT to improve the development, operation and maintenance of the highway system in Illinois through safety conscious planning.</p> |            |  |                                  |                    |

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| <b>11V-18-1</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>National Scenic Byways in Illinois</b> | <b>\$218,500</b> |
| <p>IDOT will continue to give the seven National Scenic Byways in Illinois a grant agreement to promote the roadways that are designated byways and the attractions along them. In FY 18, SPR funding in the amount of \$24,750 is requested for each of the Scenic Byways.</p> |            |                              |   |                  |

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| <b>386-18-1</b>  | <b>OPD</b> | <b>Bureau of Bridges &amp; Structures</b> | <b>BridgeWatch® System</b> | <b>\$312,500</b> |
| <p>Following an Invitation for Bid (IFB), US Engineering Solution (USES) was selected and a contract was executed. The \$700,750 5-year consultant contract has provided BridgeWatch® scour and storm-related monitoring services for 650 bridges in Illinois. The contract was executed on 7/23/12 and is effective until 7/22/17; the contract is in renewal for an additional five-year period until 7/22/22 for a total 10-year contract cost of \$1,401,500. The startup cost of the system, including the first three months of monitoring, was \$97,500, and the monthly monitoring cost is \$10,582.</p> |            |   |                            |                  |

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| <b>393-18-1</b>  | <b>OPP</b> | <b>Bureau of Innovative Project Delivery</b> | <b>Alternative Financing and Project Delivery</b> | <b>\$1,600,000</b> |
| <p>The Department, with the assistance of consultant advisors, will investigate and develop alternative financing and project delivery options, including public-private partnerships. Major projects will be analyzed to determine if alternative financing and/or alternative delivery methods would be applicable. The development of a pipeline of potential P3 projects will be considered and projects may be delivered using P3s or other alternative financing or project delivery. Legislation will be developed for Design-build, Construction Manager / General Contractor project delivery methods and for the use of Alternative Technical Concepts. Rules, policies, and procedures will be developed as needed and projects delivered. Other alternative financing and delivery methods may also be investigated and implemented.</p> |            |  |   |                    |



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| <b>404-18-1</b>  | <b>OPD</b>           | <b>Bureau of Design &amp; Environment</b>            | <b>Illinois Height Modernization Program</b>           | <b>Funding May be Requested Later</b> |
| In collaboration with the Illinois Department of Natural Resources' Office of Water Resources, Illinois Professional Land Surveyors Association, Illinois State Water Survey, National Geodetic Survey and US Geological Survey will establish a vertical and horizontal statewide network of survey benchmarks and a statewide high-resolution model (DEM) of the earth's surface. The original agreement with the University Illinois in Champaign was executed 08/31/2011 and is effective until 06/30/2017 at a total cost of \$17,500,000. The total amount of this agreement is \$9.5 million and the 1st year funding was requested in FY 2012. This agreement with the University of Illinois will not be extended beyond 06/30/2017 per the letter sent to the university by the Bureau Chief of the Bureau of Design and Environment.  |                      |  |  |                                       |
| <b>406-18-1</b>  | <b>OFA</b>           | <b>Bureau of Information Processing</b>              | <b>Fiber Planning &amp; Tracking Software Purchase</b> | <b>\$106,250</b>                      |
| 3-GIS were selected as the vendor for this project involving software development to assist IDOT in managing and maintaining fiber resources. The contract was executed on April 10, 2015 and initial SPR funds were approved in FY12. The department is working with the vendor on a final test environment to evaluate the remaining software and configuration issues. Once complete, the software package will be moved to a production environment and training will be provided to various staff.  |                      |  |  |                                       |
| <b>446-18-1</b>  | <b>OHPI&amp; OPP</b> | <b>Bureau of Operations &amp; Bureau of Planning</b> | <b>Truck Size/Weight Study on Roadways/Bridges</b>     | <b>\$2,812,500</b>                    |
| Through the Professional Transportation Bulletin (PTB 170-022) a contract was executed in the 4 <sup>th</sup> quarter of FY 2015 with Terra Engineering to inventory the state and local truck system and provide an analysis of the potential impacts of increased truck size and weight including but not limited to potential structure and pavement impacts; choke points; geometric design issues; and the potential cost to the state of these changes. The purpose is to both prepare the Department for potential changes in truck size and weight regulations and to ready the Department to provide meaningful input into the national study. It was determined that the original scope was not sufficient nor appropriate for the magnitude of work needed to truly study the impact on the number of structures in the state and the pavement throughout the state. A subsequent contract with WHKS and Company, Inc. was executed that incorporates the work done by Terra and expands the scope into a more far reaching research project that studies the effects of larger trucks on the state's pavements and structures. This study has become more important since the national study was deemed insufficient due to its limited scope. Due to the FY16 budget crisis, the work on this project was stalled, and has only begun again this fall. WHKS has completed its preliminary scope study and presented its findings to IDOT in April 2017. The project team discussed adding an economic analysis to the scope to better understand the economic impact of allowing larger trucks. The Prime agreement with WHKS and Company, Inc. will be for a ten year period and will total \$2,812,500. |                      |  |  |                                       |
| <b>450-18-1</b>  | <b>OHPI</b>          | <b>Bureau of Construction</b>                        | <b>Specific Task Training (STTP) Program</b>           | <b>\$150,000</b>                      |
| A contract was signed with Wiss, Janney, Elstner, Assoc., Inc. was selected in FY 2015 that is effective until 1/31/2025 to provide instruction to resident engineers and construction inspectors about current Department policy, specifications and construction inspection procedures in order to provide proper inspection of highway construction work. Included with Department personnel, engineers and inspectors for local agencies will also be included in this training.   |                      |  |  |                                       |

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| <b>454-18-1</b>  | <b>OPD</b> | <b>Bureau of Design &amp; Environment</b> | <b>2015 Statewide Orthoimagery</b>                     | <b>Ongoing Agreement</b> |
| Through the aerial photography program and previous similar programs, the department has developed a historical archive of imagery covering the entire state. This imagery has played a critical role in the planning of highway transportation projects. The department will collaborate with other state agencies and counties to complete this project. The Bureau of Design and Environment is providing the 20% state match. A contract was executed with Surdex Corporation through PTB: 173-034 that is currently being extended to 03/10/2019  |            |   |  |                          |
| <b>459-18-1</b>  | <b>OPP</b> | <b>Bureau of Programming</b>              | <b>Asset Management</b>                                | <b>\$287,500</b>         |
| MAP-21 requires the states to move to performance based asset management concepts. This item will be used to study, develop, procure and otherwise assist in asset management concepts in the department. Use would include travel, conference fees, procurement of services or software or equipment, reporting and other activities needed for implementing asset management concepts. No contracts were executed or invoices paid during FY16 or FY 17. An RFP for Asset Management was conducted and will be reviewed for a potential procurement during FY18. The Department will be collecting IRI, Rutting, Faulting, and Percent Cracking values for recently constructed sections. The Department currently has the equipment to collect the IRI for each of these sections but cannot collect the remaining data. The Bureau of Research is requesting to purchase an additional piece of equipment to install on the truck that already contains our high speed inertial profile so that we can collect the data that we need for the HPMS submittal. |            |   |  |                          |
| <b>477-18-1</b>  | <b>OPP</b> | <b>Bureau of Operations</b>               | <b>Maintenance Yard Study</b>                          | <b>\$500,000</b>         |
| Services are required for the development of a strategic system-wide master plan to include reconstructed LEED certified structures, site specific master plans, and phased repair plans for the 156 IDOT maintenance facilities. The work would include master planning, site layout, truck maneuvering analysis and due diligence for several locations being assessed by IDOT for new or relocated maintenance facilities. The project will need to include the assessment of the current condition of all the existing maintenance yards including parking lots, salt storage structures, and buildings, before developing contract plans to keep them in a state of good repair until they are reconstructed or rehabilitated. Recommended rehabilitation work may include (but not be limited to) multi-site roof replacements, fuel dispensing and anti-freeze tank improvements, paving replacement, salt barn repairs and miscellaneous minor repair contracts.   |            |   |  |                          |
| <b>481-18-1</b>  | <b>OPP</b> | <b>Bureau of Programming</b>              | <b>Multi-Year Program Highways Program Development</b> | <b>\$685,000</b>         |
| Vanguard Software has been selected through the RFP process to design a commercial off-the-shelf software system, designed for the department's Financial Forecasting, to replace the current Microsoft Excel spreadsheet-based forecasting model. It is imperative that the department purchase an effective, user-friendly software system that adequately considers all the financial variables inherent to the department in order to predict the consequences of budgetary changes encountered during a fiscal year, forecast future spending and formulate future fiscal year budget proposals. By purchasing a commercial off-the-shelf software product, the department ensures reliable support for the software system. This procurement ensures that user training and documentation is available. The consultant contract with Vanguard Software will be effective for 3 years.  |            |   |  |                          |

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| <b>488-18-1</b>   | <b>OPP</b> | <b>Bureau of<br/>Programming</b> | <b>Sidewalk Labs Model</b> | <b>\$2,400,000</b> |
| Sidewalk Labs data uses google travel data and identifies users using different modes. It is being developed for the Chicago metropolitan area now. Many northeastern Illinois stakeholders are interested in using the data and IDOT is discussion with those stakeholders on access to the data. IDOT has conducted sole source procurement through the State Procurement Office. By the end of the term of the sole source contract, the data will be developed statewide and used for survey data on travel behavior related to how people move in and about a city, region, or state and used in development of the Statewide Travel Demand Model. |            |                                  |                            |                    |

## CHAPTER TWO – PLANNING - PART 1 - METROPOLITAN PLANNING, STATE LIAISON/SUPPORT ACTIVITIES

### ESTIMATED PROGRAM COSTS

| ACTIVITY   | JOB NUMBER | TOTAL COSTS  |
|--|------------|--------------|
| General Liaison and Technical Assistance                                   | 21A-18-2   | \$1,018,572  |
| Training   | 222-18-1   | 150,000      |
| Regional Green Transit Plan - RTA  | 384-18-1   |              |
| Stateline Area Transportation Study  | 422-18-1   | 25,000       |
| City of Rockford Travel Demand Model Extension                             | 431-18-1   |              |
| All-Hazards Transportation System Vulnerability Assessment & Response Plan | 435-18-1   |              |
| ITS Architecture   | 436-18-1   | 250,000      |
| Illinois Freight Planning & Advisory Committee                             | 437-18-1   | 100,000      |
| Intermodal and Inland Waterway Port Connectivity Study                     | 438-18-1   |              |
| Freight Study for South and Central Cook County                            | 440-18-1   |              |
| O'Hare Western Access and Freight Study                                    | 443-18-1   |              |
| Statewide Transit Plan   | 453-18-1   |              |
| Decatur Midwest Inland Port Transportation Plan                            | 457-18-1   |              |
| Chicago-Oak Park Traffic Safety and Mobility Improvement Study             | 461-18-1   |              |
| Moline Avenue of the Cities Corridor Plan                                  | 462-18-1   |              |
| Update Long Range Transportation Plan                                      | 463-18-1   |              |
| Illinois Intermodal Planning Study   | 464-18-1   |              |
| South Suburban Mayors and Managers Association                             | 466-18-1   |              |
| Dubuque MPO Multi-State Freight Study                                      | 468-18-1   |              |
| Vehicle Miles Traveled   | 469-18-1   |              |
| Potential Intermodal User Fees   | 470-18-1   |              |
| Illinois State Waterway Study  | 471-18-1   |              |
| Connected Vehicles Study   | 472-18-1   |              |
| Decatur Supply Chain   | 473-18-1   | 287,500      |
| Northeastern Illinois Expressway Study                                     | 474-18-1   | 1,250,000    |
| Statewide Travel Demand Model Development                                  | 475-18-1   | 2,500,000    |
| Performance Management Research Data Set                                   | 476-18-1   | 2,131,250    |
| City of Chicago Railroad Planning Support Services                         | 479-18-1   | 312,500      |
| Performance Management Requirements  | 480-18-1   | 1,000,000    |
| Champaign Land Use Model   | 482-18-1   | 150,100      |
| Capacity Building Travel   | 483-18-1   | 100,000      |
| General Planning Service   | 484-18-1   | 3,000,000    |
| Southern Interchange Feasibility Study                                     | 485-18-1   | 75,000       |
| Kaskaskia Regional Port Study  | 487-18-1   | 90,000       |
| TOTAL  |            | \$12,439,922 |

\* If no dollar amount is present, adequate federal funds are available to fund this project or funding will be requested later.

## OBJECTIVES

Develop products to implement and further study objectives and goals identified in the Long Range Transportation Plan in Illinois' metropolitan areas. These products also support the Federal Highway Administration (FHWA) planning emphasis areas, such as FAST Act Implementation, performance management, Regional Models of Cooperation, and Ladders of Opportunity. The Department works with metropolitan planning organizations (MPO) by analyzing the existing systems and preparing plans and studies in a comprehensive, continuing, and cooperative manner. This is done by:

- Promoting efficiency and effectiveness in the development, funding and conduct of the planning programs in the state's urbanized areas.
- Managing the Illinois Metropolitan Transportation Planning Program.
- Administering the FTA Section 5305(d) & 5305(e) program in the state's urbanized areas.
- Assisting in the implementation of management systems programs in the urbanized areas.
- Assisting the state's air quality non-attainment areas in developing transportation control measures and other transportation-related components of the State Implementation Plan.
- Providing technical assistance to MPOs in developing new long-range transportation plans, TIPS, and Unified Work Programs (UWP).
- Coordinate urban long-range plans with the statewide plan.

## ANTICIPATED ACCOMPLISHMENTS FOR FISCAL YEAR 2018

The major objective for FY 2018 will be implementing and measuring performance of implementation of the Long Range Transportation Plan. The department will continue to effectively liaison and provide technical support to the MPO areas by both the district and central office staffs. Major emphasis will be placed on data collection/sharing and performance management process.

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| <b>21A-18-2</b>  | <b>OPP</b>                               | <b>Bureau of Planning</b>                                    | <b>General Liaison and Technical Assistance</b> | <b>\$1,018,572</b> |
| This activity consists of liaison with the MPO's, and the agencies participating in the Continuing, Cooperative and Comprehensive (3C) planning process. Work includes review of planning products, preparing and processing the necessary documents to assure federal transportation funding for the urbanized areas. The Department will continue activities such as contract administration, technical support, and district participation in the 3C process. |  |  |   |                    |
| <b>222-18-1</b>  | <b>OPP</b>                               | <b>Bureau of Planning</b>                                    | <b>Training</b>                                 | <b>\$150,000</b>   |
| Provide technical training and all fees associated with attending or hosting conferences, workshops, and meetings for central office staff, district offices, transit agencies, MPO personnel, and other planning associations.  |  |  |   |                    |
| <b>283-18-1</b>  | <b>University of Illinois - Chicago</b>  | <b>Metropolitan Transportation Support Initiative (MTSI)</b> | <b>Ongoing Agreement</b>                        |                    |
| A new agreement was executed in FY 2017 for the University of Illinois at Chicago through their Urban Transportation Center that is effective until 6/30/18. This agreement is now funded with state only funds.   |  |  |   |                    |
| <b>384-18-1</b>  | <b>Regional Transportation Authority</b> | <b>Regional Green Transit Plan</b>                           | <b>Ongoing Agreement</b>                        |                    |
| An agreement was signed with the RTA on 7/16/09 and has been extended to 6/30/18 to complete this study. The RTA will complete a regional inventory of greenhouse gas emissions (GHG) from public transit operations.  |  |  |   |                    |

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| <b>422-18-1</b>   | <b>Stateline Area<br/>Transportation Study</b> | <b>Unified Work Program<br/>Supplemental</b> | <b>\$25,000</b> |
| The Beloit MPO uses SPR funds to complement their FY 2018 allocation of PL and FTA funds in implementation of their Unified Work Program. |  |  |                 |

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| <b>431-18-1</b>  | <b>Rockford Metropolitan<br/>Agency for Planning</b> | <b>Travel Demand Model</b> | <b>Ongoing<br/>Agreement</b> |
| An agreement was executed with the Rockford Metropolitan Agency for Planning on 9/6/13 to develop a travel demand model for the metropolitan planning area. The agreement is effective until 6/30/18. An amendment will be executed in FY 2018 to extend this agreement another 5 years given the usefulness of the travel demand model. |  |                            |                              |

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| <b>435-18-1</b>   | <b>OPP</b> | <b>Bureau of<br/>Planning</b> | <b>All-Hazards Transportation<br/>System Vulnerability Assessment<br/>&amp; Response Plan</b> | <b>Ongoing<br/>Agreement</b> |
| Formerly known as the Climate Change Adaptation Plan. Prairie Engineers of Illinois is working closely with the department to development of an asset inventory and all-hazards resiliency plan. This plan includes an in-depth review and cleanup of the departments GIS files and looks to create a Vulnerability Index to prioritize assets that need immediate attention in order to keep level of service, statewide. This agreement has been extended to 9/30/2017. |            |                               |   |                              |

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| <b>436-18-1</b>  | <b>OPP</b> | <b>Bureau of<br/>Planning</b> | <b>ITS Architecture</b> | <b>\$250,000</b> |
| A contract was executed with TranSmart Technologies on June 12, 2015. A kickoff meeting of the Project Steering and Technical Committees was conducted in Springfield on September 21, 2015. The project was delayed due to the lack of appropriated funds caused by the state budget stalemate. Beginning in FY 2017, project activities resumed with nine workshops conducted throughout the state and an ITS Architecture stakeholder survey issued in March 2017. The Statewide ITS Strategic Plan Update process will begin in September 2017 and is expected to conclude in June 2018. The Statewide ITS Strategic Plan Update process will include a joint meeting of the Project Steering and Technical Committees, separate Technical and Steering Committee meetings, and ITS Strategic Planning stakeholder survey, nine statewide ITS strategic plan update workshops, and a project summary and close out that includes a webinar and electronic newsletter. An amendment will be processed with TranSmart Technologies during FY 2018 to cover the revised scope of work and additional funds. |            |                               |                         |                  |

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| <b><u>437-18-1</u></b>   | <b>OPP</b> | <b>Bureau of<br/>Planning</b> | <b>Illinois Freight Planning and<br/>Advisory Committee</b> | <b>\$100,000</b> |
| The Prime agreement was executed with WSP/PB through PTB No. 170-023. The original contract was effective for two years with a start date of 4/14/14. An amendment was executed that extends this contract to 4/13/2018. Through the issuance of work orders, the consultant will provide technical support for statewide planning and programming data analysis; conduct research support; provide training; prepare strategic guidance and policy recommendations and assist in ensuring the department is in line with federal and state regulations. The consultant is currently assisting the Department in the preparation of a FAST Act compliant state freight plan which is due to be completed no later than December 4, 2017. |            |                               |   |                  |

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| <b>438-18-1</b>  | <b>OPP</b>             | <b>Bureau of Planning</b> | <b>Ports &amp; Waterways Initiative</b>                       | <b>Funding May be Requested Later.</b> |
| The Department is currently exploring potential roles and opportunities that could better preserve and promote ports and waterways with emphasis on freight movement and activity. A research effort is currently underway that includes engagement with operators, terminals, ports, United States Army Corps of Engineers, and various other stakeholders. Establishment of a working group on Ports and Waterways may be created to understand the immediate needs of water transportation as well as the completion of a State Ports and Waterways System Plan, which would help formalize the initiative and as a result establish a baseline for potential policy and decisions, like those associated with infrastructure improvement planning and programming.   |                        |                           |   |  |
| <b><u>440-18-1</u></b>   | <b>Cook County</b>     |                           | <b>Freight Study for South and Central Cook County</b>        | <b>Ongoing Agreement</b>               |
| An agreement with Cook County was executed on 06/24/2014 and the agreement has been extended to 06/30/2018.  |                        |                           |   |  |
| <b><u>441-18-1</u></b>   | <b>OPP</b>             | <b>Bureau of Planning</b> | <b>Human Capital Implementation Plan (CUPPA)</b>              |  |
| An agreement was executed with the University of Illinois Chicago's College of Urban Planning and Policy, effective 7/1/14. This agreement ends 6/30/17.   |                        |                           |   |  |
| <b>453-18-1</b>  | <b>OPP</b>             | <b>Bureau of Planning</b> | <b>Statewide Transit Plan</b>                                 | <b>Ongoing Agreement</b>               |
| A consultant, Transystems, was selected through the Professional Transportation Bulletin (PTB) to develop a statewide transit plan that includes, but is not limited to the following: background on Illinois transit, report on existing transit services, challenges, needs, financial analysis, recommendations and an investment plan. The plan will serve as a blueprint for the state's transit activities to promote transportation alternatives and potentially reduce congestion.   |                        |                           |   |  |
| <b>457-18-1</b>  | <b>City of Decatur</b> |                           | <b>Midwest Inland Port Transportation Plan</b>                | <b>Ongoing Agreement</b>               |
| A time only amendment is in process to extend the agreement to June 30, 2018. A consultant will be selected to study the forecasted trends in freight movement and how those trends could affect the Decatur region's rail lines, industrial parks, brownfields and state and local highways. The goals of the recommendations would be to support overall economic growth and preserving livability for the area's residents.   |                        |                           |   |  |
| <b>461-17-1</b>  | <b>City of Chicago</b> |                           | <b>Oak Park Traffic Safety and Mobility Improvement Study</b> | <b>Ongoing Agreement</b>               |
| The City of Chicago showed renewed interest and is in the process of entering into a new agreement for this project. The Chicago-Oak Park Traffic Safety and Mobility Improvement Study (Study) will identify multi-modal transportation improvements on North Avenue (IL Route 64), a commercial corridor connecting the City of Chicago's West Side to the Village of Oak Park, between Harlem Avenue and Central Avenue. The City of Chicago will lead the project in close coordination and collaboration with the Village of Oak Park. This Study will also evaluate other nearby east-west commercial roadways to consider how plans and initiatives for these streets may impact traffic and mobility recommendations along North Avenue. The primary focus of this Study will be to identify traffic safety and mobility issues along North Avenue affecting all roadway users and adjacent land uses and provide recommendations to improve pedestrian, bicyclist, transit and motor vehicle accommodations as well as recommendations on where to direct transportation resources and funding to bolster economic development in the area. The Study will also identify challenges |                        |                           |   |  |

and opportunities of nearby east-west streets in regards to future transportation improvements and recommendations along North Avenue.

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| <b>462-18-1</b>  | <b>City of Moline</b> | <b>Avenue of the Cities Corridor Plan</b> | <b>Ongoing Agreement</b> |
| An agreement was signed with the City of Moline for the development of a commercial corridor transportation plan to enhance the multimodal functionality and economic viability of Avenue of the Cities. This agreement is effective until 12/31/2018. |                       |   |                          |

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| <b>463-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Update the Long Range Transportation Plan</b> | <b>Ongoing Agreement</b> |
| The Department will continue with the development of the Long Range Transportation Plan to comply with both Federal and State long range transportation plan requirements. The plan is being developed primarily utilizing Department staff but funding will be needed to develop materials and perform public outreach. A consultant is being used through a various/various contract to assist staff in drafting the plan. |            |                           |  |                          |

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| <b>464-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Illinois Intermodal Planning Study</b> | <b>Ongoing Agreement</b> |
| Through PTB 176-034 a contract was awarded to Kaskaskia Engineering effective 12/21/2026. The consultant will provide technical support for statewide planning and programming data analysis; conduct research support; provide training; prepare strategic guidance and policy recommendations and assist in ensuring the department is in line with federal and state regulations in regards to intermodal planning. |            |                           |   |                          |

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| <b>468-18-1</b>   | <b>East Central Intergovernmental Association</b> | <b>Multi-State Freight Study</b> | <b>Ongoing Agreement</b> |
| The Dubuque MPO is coordinating a multi-state freight study which includes the Illinois counties of Carroll, Jo Daviess, Stephenson and Whiteside. An agreement was executed on 11/09/2016 and is effective until 08/31/2017. |   |                                  |                          |

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| <b>469-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Vehicle Miles Traveled (VMT)</b> | <b>Funding May be Requested Later.</b> |
| In a continued effort to find additional or alternative methods for funding transportation, an inquiry will be made into the feasibility of using VMT as a replacement or supplement to current transportation funding methods. The gasoline tax, even if raised, is not a sustainable source of the kind of revenue needed to build and maintain the transportation infrastructure in Illinois. To that end, a pilot program will be designed based upon the study of past experiences by other states. Discussions are in progress to either solicit private help in the form of a consultant, or largely do it in-house while studying best practices from four different states. |            |                           |                                     |  |

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| <b>470-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Potential Intermodal User Fees</b> | <b>Funding May be Requested Later.</b> |
| A study will be conducted to explore other states and possibly international trends in intermodal user fees. With the constant struggle to fund transportation infrastructure, every revenue source possible needs to be studied. With the emphasis on freight in general and connectivity specifically, these points of transfer could be a fair resource for maintaining this critical infrastructure point. |            |                           |                                       |  |



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| 471-18-1  | OPP                                      | Bureau of Planning | Illinois State Waterway Study             | Funding May be Requested Later. |
| The Department will study the resources needed to improve and maintain ports and waterway connections in order to maximize return-on-investment for freight shipping in and out of Illinois. This study could include analysis of a number of aspects related to the marine transportation system in Illinois included but not limited to long range planning, infrastructure improvements, and emerging navigation technologies.   |  |                    |   |                                 |
| 472-18-1  | OPP                                      | Bureau of Planning | Connected Vehicles Study                  | Funding May be Requested Later. |
| The Department will continue to study the emerging Intelligent Transportation System (ITS) initiative Vehicle-Infrastructure Integration (VII). This study includes but is not limited to the study of Dynamic Mobility Applications, Real-Time Data Capture and Management, Applications for the Environment: Real-Time Information Synthesis (AERIS), Road-Weather Management, Vehicle-to-Infrastructure (V2I) Safety Program, and Vehicle-to-Vehicle (V2V) Safety Program.   |  |                    |   |                                 |
| 473-18-1  | City of Decatur                          |                    | Supply Chain                              | \$287,500                       |
| The City of Decatur will issue a Request for Proposals to develop and apply a demand-based supply chain network design and optimization model for supporting strategic investments in Decatur's regional transportation system; and to assist in evaluating economic development opportunities in Decatur. The agreement with the city will be effective 07/01/2017.  |  |                    |   |                                 |
| 474-18-1  | Chicago Metropolitan Agency for Planning |                    | Northeastern Illinois Expressway Study    | \$1,250,000                     |
| In FY 2018, the Chicago Metropolitan Agency for Planning will complete a long-range visioning plan for the northeastern Illinois expressway system. The plan will be incorporated into ON TO 2050. The agreement will be effective 07/01/2017. This study is anticipated to cost \$2,000,000 and the Illinois State Tollway will contribute \$1,000,000 towards the study.  |  |                    |   |                                 |
| 475-18-1  | OPP                                      | Bureau of Planning | Statewide Travel Demand Model Development | \$2,500,000                     |
| IDOT will begin working towards development of a Statewide Travel Demand Model in coordination with existing MPO models. An RFP will be issued to select a consultant to assist with the development of the travel demand model. It is anticipated that the total project cost will be \$2,500,000  |  |                    |   |                                 |
| 476-18-1  | OPP                                      | Bureau of Planning | Performance Management Research Data Set  | \$2,131,250                     |
| Due to federal performance management legislation in MAP-21 and the FAST Act, IDOT will purchase access to a hosted solution to analyze the National Performance Management Research Data Set (NPMRDS). This hosted solution will not only allow IDOT to analyze data to set targets identified in federal legislation but also provide real-time situational awareness and analytics of the performance of our transportation system. This will be useful for planning, programming, and intelligent transportation systems. The hosted solution will allow the Department to share useful data and information with MPOs as well. An intergovernmental agreement with the University of Maryland will be executed to procure the services of the Regional Integrated Transportation Information System (RITIS) for a five year term |  |                    |   |                                 |

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| <b>479-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>City of Chicago Railroad Planning Support Services</b> | <b>\$312,500</b>   |
| An agreement will be prepared with the City of Chicago to assess railroad related issues and make strategic planning and policy recommendations regarding railroad development and operations matters. Railroad planning support services will allow the city to augment its in-house staff planning and design capabilities to more effectively address these needs. These services would provide planning, feasibility analysis, conceptual design, outreach, and related technical support for the city's ongoing involvement in and review of general railroad operations and development matters that affect the city and region. The study may include the review and approval of regional freight, passenger, commuter, and transit railroad projects, review and approval of public and private development plans adjacent to existing or potential future railroad rights-of-way, planning and development of strategies to enhance economic benefits from railroad investment and mitigate any undesirable impacts and other related technical and analytical activities, including assistance related to broader freight passenger, commuter, and transit rail improvement initiatives such as the CREATE Program, Union Station Master Plan implementation, rail transit plans, and ongoing Midwest High Speed Rail program investments plans. |            |                           |   |                    |
| <b>480-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Performance Management Requirements</b>                | <b>\$1,000,000</b> |
| A consultant will be hired to accomplish the performance management requirements. These tasks may be from data collection, data, storage, data analysis, visualization data, outreach report writing and various planning activities.  |            |                           |   |                    |
| <b>482-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Champaign Land Use Model</b>                           | <b>\$150,100</b>   |
| The Champaign County Regional Planning Commission will conduct research to develop a systematic workflow for implementing an open-source Python based land use simulation, UrbanSim, for MPO's in Illinois. This research will be especially valuable for small and mid-sized communities that lack the in-house staff and expertise to develop a land use model from scratch. For MPO's that currently maintain a travel demand model, this research will provide a way to obtain high quality inputs needed to predict future travel demand. For MPO's that are still working on setting up modeling capacity, this research will provide them a head start in producing reliable forecasts to inform decision making processes.   |            |                           |   |                    |
| <b>483-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Capacity Building Travel</b>                           | <b>\$100,000</b>   |
| With the many new initiatives coming out of MAP-21 and the FAST act, IDOT staff will need to participate in capacity building and training to ensure staff is well informed to implement new requirements effectively. This will include National Highway Institute or National Transit Institute Courses or conferences/workshops put on by USDOT. Additionally, the department is entering into new initiatives as well including enhancing public/private partnerships and waterways/port and capacity building opportunities within these topics that are federally eligible would use these funds for travel and registration.  |            |                           |   |                    |

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| <b>484-18-1</b>   | <b>OPP</b> | <b>Bureau of Planning</b> | <b>General Planning Services</b>              | <b>\$3,000,000</b> |
| With finalization and approval of numerous plans including the Freight Plan, Long Range Transportation Plan, Rail Plan, and Transit Plan come recommendations for further planning studies (including modeling, economic analysis, outreach, tool development, training, supply chain optimization, etc.), committee creation, and other types of various implementation. IDOT would like to procure a consultant to be able to assist, via work orders, in developing scopes, conduct planning studies, complete data collection/analysis, and other work identified through the planning process.   |            |                           |   |                    |
| <b>485-18-1</b>   | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Southern Interchange Feasibility Study</b> | <b>\$75,000</b>    |
| The City of Effingham will conduct a feasibility study for a southern interchange of the City of Effingham between the existing system interchange of Interstate 57 and 70 and the Watson interchange along Interstate 57. The City of Effingham will acquire available GIS mapping and aerial photography from the City/County and supplement with freely available resources as necessary and will develop up to four schematic layouts for interchange locations between the system interchange with I-57 and I-70 the Watson interchange. The City will acquire traffic data from IDOT, the City and the County for use in determining baseline conditions for the roadway system in the area surrounding I-57 and I-70, will review IDOT planning study for the I-57 and I-70 improvements recently completed to determine growth factors used and planning period to develop a planning horizon and traffic growth projections within that horizon. In addition, the City will acquire accident data to identify trouble spots or hotspots within the study area and will utilize this data to develop a graphical representation for use in visually validating accident analysis assumptions. A market analysis and environmental review will also be conducted by the City of Effingham. |            |                           |   |                    |
| <b>487-18-1</b>   | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Kaskaskia Regional Port Study</b>          | <b>\$90,000</b>    |
| This Port Master Plan will look at the history of cargo movement, site and infrastructure improvements, recent private sector investments and future needs of existing tenants along with the future opportunities for new tenants to locate at Kaskaskia Regional Port District(KRPD) #2 and the potential for movement of containers. By assisting the KRPD in undertaking the Port Master Plan it will help clarify and communicate the port's vision, and identify its short medium and long-term goals and objectives. It will also assist federal, state, regional, and local planning agencies along with the transport network providers in preparing their own development strategies. It will also inform port users, employees and local communities as how they can expect to see the port develop over the coming years.   |            |                           |   |                    |

## PART 2 - METROPOLITAN PLANNING - SUMMARY OF WORK PROGRAMS OF ILLINOIS METROPOLITAN PLANNING ORGANIZATIONS

### ESTIMATED PROGRAM COSTS

| MPO                 | JOB<br>NUMBER | 2010<br>CENSUS<br>POPULATION | 2018 FEDERAL        | MATCH<br>REQUIRED* | TOTAL               |
|---------------------|---------------|------------------------------|---------------------|--------------------|---------------------|
|                     |               |                              | PL * and FTA        |                    |                     |
| Beloit, South , 22T | L9NC(879)     | 18,968                       | \$56,045            | \$14,011           | \$70,056            |
| Bloomington, 22E    | 3000(108)     | 137,927                      | \$353,920           | \$88,480           | \$442,400           |
| Cape Girardeau, 415 | 3000(109)     | 385                          | \$1,793             | \$448              | \$2,241             |
| Carbondale, 414     | 3000(110)     | 70,697                       | \$215,528           | \$53,882           | \$269,410           |
| Champaign, 22F      | 3000(111)     | 146,798                      | \$372,181           | \$93,045           | \$465,226           |
| Chicago, 22D        | 3000(112)     | 8,406,902                    | \$17,375,434        | \$4,343,858        | \$21,719,292        |
| Danville, 331       | 3000(113)     | 54,404                       | \$181,990           | \$45,497           | \$227,487           |
| Decatur, 22H        | 3000(114)     | 97,386                       | \$270,467           | \$67,617           | \$338,084           |
| DeKalb, 330         | 3000(115)     | 70,198                       | \$214,501           | \$53,625           | \$268,126           |
| Dubuque, 22J        | 3000(116)     | 3,791                        | \$11,804            | \$2,951            | 14,755              |
| Kankakee, 22S       | 3000(117)     | 85,409                       | \$245,813           | \$61,453           | \$307,266           |
| Peoria, 22L         | 3000(118)     | 274,599                      | \$635,256           | \$158,814          | \$794,070           |
| Rock Island, 22N    | 3000(119)     | 141,098                      | \$360,447           | \$90,112           | \$450,559           |
| Rockford, 22M       | 3000(120)     | 304,316                      | \$696,428           | \$174,107          | \$870,535           |
| Springfield, 22P    | 3000(121)     | 165,143                      | \$409,943           | \$102,486          | \$512,429           |
| St. Louis, 22K      | 3000(122)     | 479,562                      | \$1,057,168         | \$264,292          | \$1,321,461         |
| <b>Total</b>        |               | <b>10,457,583</b>            | <b>\$22,458,718</b> | <b>\$5,614,678</b> | <b>\$28,073,396</b> |

\*Additional PL dollars were approved by FHWA to cover FTA planning funds that have not yet been apportioned.

\*\*Comprehensive Planning Funds (State Planning Funds) are available for match for MPOs however some prefer to use local match. Comprehensive Planning Funds (State Planning Funds) are available by request for special projects.

## **OBJECTIVES**

The major objective of the Metropolitan Planning Program is to produce transportation plans and programs for the state's 16 MPOs. The aim is to develop plans and programs through a cooperative process that ensures the highest priority metropolitan needs are being addressed and proposed investments are consistent with statewide policies and plans. Also, to develop plans that is responsive to the needs of local decision-makers and citizens and adjusted to the realities of long-term budget constraints in urbanized areas.

Work programs delineating work activities to be performed in fiscal year 2018 are developed jointly by the MPO and participating agencies, transit authorities, and the state. The work programs will include planning to be done by all agencies in the region and detail which agencies will be involved in each portion of the work programs. Funding will be provided by the FHWA and FTA. In addition, the department has requested State Metropolitan Planning Appropriation funds for FY 2018 to provide financial assistance to the Chicago Metropolitan Agency for Planning for northeastern Illinois, the downstate metropolitan planning organizations, and the state's rural planning agencies for comprehensive regional planning purposes.

## **ANTICIPATED ACCOMPLISHMENTS FOR FISCAL YEAR 2018**

A major effort will be made by the Department and the MPOs to provide planning products which provide information that can be used by the implementing agencies to make investment decisions. Significant objectives for the Planning (PL) and FTA Section 5305 programs include:

- Preparation of a financially realistic TIP
  - A TIP/air quality conformity finding in accordance with 40 CFR 51 will be addressed where applicable
- Transportation Plans
  - Describing policies, strategies and facilities or proposed changes in facilities
- Certification
  - Statement regarding conformance with federal regulations as per 23 CFR 450.334(a)
- Special studies addressing the transportation needs of environmental justice and traditionally underserved communities
- Project Completion Report
- Title VI Citizen Participation Report

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| <b>22T</b>  | <b>South Beloit</b>                     | <b>3C Process – Stateline Area Transportation Study</b> | <b>\$70,056</b>  |
| <b>Metropolitan Planning (PL)</b>   | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>  | <b>FTA Match</b> |
| \$46,552  | \$11,638                                | \$9,493   | \$2,373          |
| A new TIP and UWP will be prepared; provide support to local jurisdictions as time permits as they coordinate transportation plans with land use plans and consider congestion improvement projects and plans; establish performance standards for measuring compliance with MAP-21; technical assistance in transportation also will be provided to local units of government as requested including oversight of projects outside the urbanized area that may affect traffic within the planning boundaries; monitor local projects receiving economic recovery plan funds. The MPO will continue planning for the interim update of the Long Range Transportation Plan, will prepare a Transit Development Plan for the Stateline Mass Transit District if requested, will continue to monitor air quality conformance in light of new federal standards, and will continue to work closely with the new Stateline Mass Transit District to assist in its continuing development. An Annual Completion Report will be prepared. The MPO endorses the work scheduled. |   |   |                  |

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| <b>22E</b>   | <b>Bloomington/Normal</b>               | <b>3C Process – McLean County Regional Planning Commission</b> | <b>\$442,400</b> |
| <b>Metropolitan Planning (PL)</b>  | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b> |
| \$284,888  | \$71,222                                | \$69,032   | \$17,258         |
| Prepare the 2018 Unified Work Program; update the comprehensive plan for the City of Bloomington, coordinate activities for the McLean County Greenways Advisory Committee toward implementing the McLean County Regional Greenways Plan; provide direction for neighborhood groups, community organizations, non-profit agency and grass roots organizations; provide data and GIS mapping; implementation of procedures for monitoring urban development activity; prepare and update the Transportation Improvement Program for road, street, trail and transit projects; continue coordination with Connect Transit and other urban area transit providers' administer the Transportation Advisory Committee; disseminate the Greenways newsletter; update the 2014 Long Range Transportation Plan; conduct public involvement activities; continue development and maintenance of a regional travel demand model; update the Region 6 Human Services Transportation Plan for Ford, Iroquois, Kankakee, Livingston and McLean counties; update and implement the Public Participation Plan; implement and manage a geographic information system to assist in planning; education and outreach activities to confirm that low income and minority populations have a fair opportunity to provide input for their transportation needs; update Census maps and an annual completion report will be prepared. The MPO endorses the work scheduled. |   |  |                  |

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| <b>415</b>   | <b>Cape Girardeau</b>                   | <b>3C Process Southeast Metropolitan Planning Organization (SEMPO)</b> | <b>\$2,241</b>   |
| <b>Metropolitan Planning (PL)</b>  | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b> |
| \$1,600  | \$400                                   | \$193  | \$48             |
| Prepare the 2018 UPWP and budget; begin development of a Long Range Transportation Plan and Transportation Improvement Program; provide training opportunities for SEMPO staff; prepare quarterly and annual reports; continue development of a Public Participation Plan; update databases to identify demographic and socio economic analyses; update traffic accidents and safety-related databases; gather transit ridership information to support benefits of using mass transit; and maintain an inventory of multi-modal transportation facilities and services within the metropolitan planning area for transit, rail, river, aviation, freight and other transportation modes. The MPO endorses the work scheduled. |   |  |                  |

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| <b>414</b>  | <b>Carbondale</b>                       | <b>3C Process Southern Illinois Metropolitan Planning Organization (SIMPO)</b> | <b>\$269,410</b> |
| <b>Metropolitan Planning (PL)</b>   | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b> |
| \$180,144   | \$45,036                                | \$35,384   | \$8,846          |
| Implement the Long Range Transportation Plan that was adopted in FY 2015; amend the FY 18-20 TIP as needed; prepare the UWP for FY 2018 and the FY 2018-2021 TIP; work with Jackson County Mass Transit District and the Rides Mass Transit District in identifying and implementing locations for bus transfer; planning for more coordinated services for the elderly, persons with disabilities and the disadvantaged; and assess the multi-modal transportation system in the planning area. The MPO endorses the work scheduled. |   |  |                  |

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| <b>22F</b>  | <b>Champaign/Urbana</b>                 | <b>3C Process Champaign/Urbana Urban Area Transportation Study</b> | <b>\$465,226</b> |
| <b>Metropolitan Planning (PL)</b>   | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b> |
| \$298,709   | \$74,677                                | \$73,472   | \$18,368         |
| Implementation of recommendations of the Long Range Transportation Plan "Sustainable Choices: 2040"; develop the FY 2018-2020 TIP; prepare the 2018 UTWP; prepare/update the Title VI report; maintenance of LEAM as the current land use model; continue updating the travel demand model; maintenance and enhancements of the air quality and greenhouse gas emissions model; continue with the development and refinement of the Health Impact Assessment Model; Continue inventory and assessment of the sidewalks in the urbanized area; complete the Hazardous Mitigation Commodity Flows Study; continue to provide support and education activities for bicyclists and pedestrians; update safe walking route maps for distribution; provide support on the implementation of safety improvements in the university district; work on the 2 <sup>nd</sup> phase of the Urbanized Area Transit Facility Guideline for the Champaign-Urbana Mass Transit District; continue to support the Illinois Model Users Groups (IL-MUG); continue to coordinate planning activities with member agencies to assure regional transportation plans are consistent with local governmental plans; implement strategies from the Human Services Transportation Plan; evaluate JARC applications; develop a Strategic Safety Plan for the urbanized area; identify express service bus routes between core and fringe areas of the community; organize events for Walk 'n Roll to School Day; prepare traffic signal coordination plans for selected corridors; prepare database on sidewalk and curb ramp condition and ADA compliance; and implement the recommendations of the Champaign County Rural Mobility Plan. The MPO endorses the work scheduled. |   |  |                  |

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| <b>22D</b>  | <b>Chicago</b>                          | <b>3C Process Chicago Metropolitan Agency for Planning</b> | <b>\$21,719,292</b> |
| <b>Metropolitan Planning (PL)</b>   | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b>    |
| \$13,167,804  | \$3,291,951                             | \$4,207,630  | \$1,051,908         |
| <p>Funding for 3-C transportation planning activities will be conducted by the Chicago Metropolitan Agency for Planning, City of Chicago, Chicago Transportation Authority (CTA), Pace Suburban Bus, Northeastern Illinois Regional Commuter Railroad Corporation (METRA) and the Northeast Illinois Council of Mayors. Activities include: provide technical assistance and coordination to local governments for planning activities; manage the Community Planning Program and other grants; develop a performance-based evaluation criteria for highway and transit funding decision; analyze financing for freight policy; conduct congestion pricing analysis; develop Industry Drill Down research and analysis with focus on freight, logistics and advanced manufacturing; design and develop video and printed materials about livable communities; develop models on advanced transit modernization, regional network micro-simulation, macroscopic freight and standard travel emissions; develop travel and activity survey program; maintain the CMAP website and enhance its architecture, system integration, sharing hub and regional indicator; maintain and update the TIP database; manage the CMAQ program; develop a process for the Transportation Alternatives Program (TAP); maintain and update the information technology infrastructure; conduct planning studies to identify potential intermodal transportation programs; conduct studies that pertain to transit, highway, bicycle, and pedestrian; conduct multi-jurisdictional transportation planning and transit security and safety planning; address regional transportation improvement and congestion mitigation; develop and implement a marketing plan for rideshare; assist local governments in activities that integrate transit with land use and housing; upgrade scheduling software to full automate dispatch and assignment of CTA special bus and rail service; create a transit plan of the Pace and CTA services in the North Shore area serving Evanston and Skokie; conduct origin/destination study; conduct a customer satisfaction survey for American with Disabilities Act (ADA) Paratransit and Vanpool; and develop stable funding sources for community paratransit throughout the region. The MPO endorses the work scheduled.</p> |   |  |                     |

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| <b>331</b>  | <b>Danville</b>                         | <b>3C Process Danville Area Transportation Study</b> | <b>\$227,487</b> |
| <b>Metropolitan Planning (PL)</b>   | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b> |
| \$154,761   | \$38,690                                | \$27,229   | \$6,807          |
| <p>Amend the FY 2018-2020 Transportation Improvement Program (TIP) as needed; create a new 2018 Unified Work Program; establish performance standards for measuring compliance with MAP-21; prepare annual Title VI report; continue work on the 2040 Long Range Transportation Plan; update the Regional Bike and Pedestrian Plan; provide multi-modal planning assistance to local bus and regional transit services, pedestrian and bicyclist facilities, commercial freight movers and connection between modes of travel/transport; conduct traffic counts, travel time studies, functional classification studies; update the bicycle/pedestrian facilities inventory; collect information on transit ridership (passenger trips, passengers per hour and passengers per route); collect traffic count data, peak hour volume, vehicle miles travels and accidents; collect socioeconomic data for planning and project design; provide opportunities for public input on transportation issues. The MPO endorses the work scheduled.</p> |   |  |                  |



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| <b>22H</b>  | <b>Decatur</b>                          | <b>3C Process Decatur Urbanized Area Transportation Study</b> | <b>\$338,084</b> |
| <b>Metropolitan Planning (PL)</b>   | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>  | <b>FTA Match</b> |
| \$221,726   | \$55,432                                | \$48,741  | \$12,185         |
| Develop the annual UWP; establish performance standards for measuring compliance with MAP-21; monitor compliance with Environmental Justice standards; administer all aspects of the Decatur Public Transit System including budgeting, financial oversight, capital acquisitions, and oversight of operations; maintain and update the 4-year multi-modal TIP; provide assistance and support to the GIS Coordinator in enhancing GIS for studying and evaluating land use, transportation systems, route networks and inter-modal needs; analyze traffic volumes and crash data to improve safety; work with District 7 and FHWA to formulate a successful migration of current non-infrastructure funds to infrastructure use; work with school districts on projects and programs that enable and encourage walking and bicycling to and from school; continue work on completing the update to the bicycle/pedestrian sections of the LRTP; continue working with local service agencies, local units of government and other providers to improve transportation services for individuals and families which are underserved or have no public transportation; conduct on/off board transit passenger counts to assist in possibly creating new routes; carry out studies on transit fares, scheduling, routing, service for the disabled and the elderly, DBE/WBE/MBE participating, and possibly private enterprise involvement in transit; analyze paratransit and fixed route vehicle needs and plan for transit replacement; conduct transit security inspections; and make transit route and schedule changes. The MPO endorses the work scheduled. |   |   |                  |

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| <b>330</b>   | <b>DeKalb</b>                           | <b>3C Process DeKalb-Sycamore Area Transportation Study</b> | <b>\$268,126</b> |
| <b>Metropolitan Planning (PL)</b>  | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>  | <b>FTA Match</b> |
| \$179,367  | \$44,842                                | \$35,134  | \$8,783          |
| Prepare the 2018 UWP; develop the FY 2018-2021 TIP; develop and implement the 2040 LRTP; manage the PL and Section 5303 grants; manage the Section 5307 and Downstate Operating Assistance Program (DOAP) transit grants; begin installation of a new bike path; install new bus shelters; update the Transit Development Plan; update the Public Participation Plan, the Human Services Transportation Plan, and the Bike and Pedestrian Plans; continue involvement with the Illinois Travel Demand Model Users Group; development of Performance measures; implement the annual traffic count program; study ways to expand transit in the region; begin study of a new transit facility; continue installation of bus lifts; install additional RouteMatch software to allow scheduling of the route deviated Green, Blue and Kishwaukee routes; apply for and manage the Downstate Operating Assistance Funds; continue submission of quarterly Stimulus Projects Progress Reports; and continue outreach efforts to inform the public of transportation issues in the region. The MPO endorses the work scheduled. |   |   |                  |

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| <b>22J</b>  | <b>Dubuque</b>                          | <b>3C Process Dubuque Metropolitan Area Transportation Study</b> | <b>\$14,755</b>  |
| <b>Metropolitan Planning (PL)</b>   | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b> |
| \$9,907   | \$2,477                                 | \$1,897  | \$474            |
| <p>Update the Long-Range Transportation Plan for 2040; prepare a four-year TIP and schedule public meetings as necessary; establish performance standards for measuring compliance with MAP-21; continue development of the Geographic Information System; maintain and update socio-economic and land use models; update model equations to allow accurate depictions of travel behavior; analyze safety data related to automobiles, trucks, bicycles and pedestrians to improve safety and security for the area's transportation system; map all existing information on environmental resources within the region to integrate with transportation planning; update the Public Participation Policy to insure compliance with the latest Federal and state directives; maintain and update the Tri State Trail Plan and integrate the metropolitan bicycle and pedestrian facility with regional and statewide plans and facilities; update existing freight data base; develop evacuation plan for the metropolitan area; update the Travel Demand Forecast; update the public participation plan; conduct miscellaneous research reports and analyses; assist Jule Transit, East Dubuque and the Regional Transportation Authority (RTA) transit in performing activities prior to the construction of the downtown Dubuque inter-modal facility project; update Public Transit Development plan; create 3D Modeling that will help visualize future transportation improvements in the region to the general public; create website with real time information from Jule Transit System Fleet, Smart City information from City of Dubuque and transit information from Jule, RTA and DuRide; assist transit operators in grant writing; assist the Jule Transit system in implementing an Intelligent Transportation System for communication, automated data collection and scheduling; work will be done in the Jule and East Dubuque transit service areas to enhance participation process by persons living with disabilities. The MPO endorses the work scheduled.</p> |   |  |                  |

|  |   |  |                  |
|--|---|--|------------------|
| <b>22S</b>   | <b>Kankakee</b>                         | <b>3C Process Kankakee Area Transportation Study</b> | <b>\$307,266</b> |
| <b>Metropolitan Planning (PL)</b>  | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b> |
| \$203,066  | \$50,766                                | \$42,747   | \$10,687         |
| <p>Prepare the FY 2018 UWP; develop the FY 2018 TIP and modify the FY 2018 TIP, as needed; complete the Long Range Transportation Plan; establish performance standards for measuring compliance with MAP-21; provide technical assistance to the rural (Show Bus) and urban transit (River Valley Metro Mass Transit District; monitor the operating and capital assistance activities for the transit agencies; provide assistance to the Region 6 Rural Human Services Transportation Program Committee; prepare Title VI report; assist local school district and units of local government for the Safe Routes to Schools program; coordinate traffic count and accident information; identify low income and minority group areas for the Environmental Justice initiative; maintain a comprehensive base mapping system; and continue maintenance of the GIS system. The MPO endorses the work scheduled.</p> |   |  |                  |

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|--|---|--|------------------|
| <b>22L</b>   | <b>Peoria</b>                           | <b>3C Process Peoria/Pekin Urban Area Transportation Study</b> | <b>\$794,070</b> |
| <b>Metropolitan Planning (PL)</b>  | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b> |
| \$497,820  | \$124,455                               | \$137,436  | \$34,359         |
| Develop the FY 2018 UWP; update as necessary the Title VI & Environmental Justice documents; develop and manage the geographic information system; continue to implement the FY 2010-2035 Long Range Transportation Plan; continue to monitor the Performance Measures outline in the FY 2010-2035 LRTP; continue to develop the FY 2015-2040 Metropolitan Transportation Plan; update the Human Service Transportation Plan; update the 2007 Regional Transit Plan; maintain/update the Travel Demand Model; implement the recommendations of 'Brilliant.Bright.Community: Heart of Illinois Regional Sustainability Plan; develop the FY 2018-2020 TIP; update Title VI documents; update the Public Participation Plan; administer Transportation Alternative Program (TAP) funds; promote alternate transportation modes; promote passenger/commuter rail; support the Eastern Bypass Coalition; increase resources dedicated to freight transportation planning; re-establish the safety committee; continue to monitor air quality issues; and coordinate the Human Service Transportation Plan process for the urbanized area. The MPO endorses the work scheduled. |   |  |                  |

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|--|---|--|------------------|
| <b>22N</b>   | <b>Davenport/Rock Island/Moline</b>     | <b>3C Process Bi-State Regional Commission</b> | <b>\$450,559</b> |
| <b>Metropolitan Planning (PL)</b>  | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>                                     | <b>FTA Match</b> |
| \$289,828  | \$72,457                                | \$70,619                                       | \$17,655         |
| Develop the FY 2018 TPWP; prepare grant applications for funding support; conduct committee, advisory group and task force meetings as needed; encourage citizen participation and expand involvement as needed; establish performance standards for measuring compliance with MAP-21; maintain accurate records and mapping on socio-economic, employment and land use data; provide technical assistance for comprehensive land use planning; monitor status of passenger rail transportation; monitor status of climate change, greenhouse gases, and hazards mitigation and their impact on transportation planning; maintain transportation system inventory; update the Average Daily Traffic Map; assist with the Mississippi River Crossing Study; implement 2040 Long Range Transportation Plan; continue work on planning elements of the LRTP including, safety, security, ITS, air quality, sustainability, congestion management, and human services coordination; monitor regional ITS Architecture; prepare Title VI reports; develop 2045 LRTP; monitor travel demand model needs; utilize household travel survey data in the development of the 2045 LRTP; facilitate public input process and timeline; develop transit development plan; work on plan update refinements to address safety, model issues and other issues as requires; prepare the 2018-2021 TIP; provide assistance to local governments with planning issues; evaluate traffic data' assist in random sampling of transit ridership; assist in transit route analysis; monitor ADA implementation; maintain a listing of all transportation providers in the Bi-State Region; prepare crash analyses and provide technical assistance in traffic safety and security. The MPO endorses the work scheduled. |   |  |                  |

|  |   |   |                  |
|--|---|---|------------------|
| <b>22M</b>   | <b>Rockford</b>                         | <b>3C Process Rockford Metropolitan Agency for Planning</b> | <b>\$870,535</b> |
| <b>Metropolitan Planning (PL)</b>  | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>  | <b>FTA Match</b> |
| \$544,119  | \$136,030                               | \$152,309   | \$38,077         |
| <p>Prepare the FY 18 UWP; prepare and publish the annual TIP for 2018-2021; prepare 2040 LRTP updates; establish performance standards for measuring compliance with MAP-21; update Title VI and the Environmental Justice for the region; coordinate the Greenways Plan with park districts of Rockford, Winnebago, Belvidere Township, Boone County Conservation, National Land Institute, and the Illinois Department of Natural Resources; Identify capacity needs of the corridor between IL Route 251 and I-90; update of the 2007/2008 Bicycle – Pedestrian Plan for the RMAP planning area; provide traffic simulation modeling assistance to the City of Rockford and expand Traffic Demand Modeling into Ogle County; maintain area maps using ArcView and related software; provide technical assistance to the Rockford Mass Transit District, transit organizations and other users; analyze regional freight movement; conduct open meetings pertaining to transportation planning; update and maintain the travel demand model; monitor public transit service and regional passenger rail service; develop the Traffic Analysis Zone for Boone, Winnebago and Ogle; monitor regional air passenger and freight information for intermodal connections and the primary freight network; monitor and update air quality data. The MPO endorses the work scheduled.</p> |   |   |                  |

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|--|---|---|------------------|
| <b>22P</b>   | <b>Springfield</b>                      | <b>3C Process Springfield Area Transportation Study</b> | <b>\$512,429</b> |
| <b>Metropolitan Planning (PL)</b>  | <b>Metropolitan Planning (PL) Match</b> | <b>FTA</b>  | <b>FTA Match</b> |
| \$327,289  | \$81,823                                | \$82,654  | \$20,663         |
| <p>Prepare the 2018 UWP; collect and maintain crash and traffic data; maintain TransCad travel demand model; maintain an inventory of physical and operational characters of the Springfield Mass Transit District (SMTD) fixed route system and Access Springfield; continue to implement the 2040 LRTP;; implement Sangamon county Regional Strategic Plan; provide planning assistance for US Route 66 Heritage Corridor Project and the rail line consolidation in Springfield; develop the 2018-2021 TIP; provide assistance to SMTD to improve public transit; support the Sangamon-Menard Area Regional Transit system which serves rural areas in Region 7; conduct “Curb Your Car” promotion with Bike to Work Week; update the Human Services Transportation Plan; work with emergency responders to identify transportation-related issues; provide opportunities for public participation in the planning process, prepare the 2017 Public Participation Plan; promote use of non-motorized transportation and mass transit in connection with the “Earth Day Fair”; prepare annual progress report on implementation of the SATS Bicycle and Pedestrian Plan; participate on the Region 7 Rural Human Services Transportation Planning Committee; develop up-to-date marketing materials, maps, &amp; brochures for the SMTD; and research and review new methods and innovations in the transit industry. The MPO endorses the work scheduled.</p> |   |   |                  |

|  |   |  |                    |
|--|---|--|--------------------|
| <b>22K</b>   | <b>St. Louis - Alton</b>                    | <b>3C Process East-West Gateway<br/>Council of Governments</b> | <b>\$1,321,461</b> |
| <b>Metropolitan<br/>Planning (PL)</b>  | <b>Metropolitan Planning<br/>(PL) Match</b> | <b>FTA</b>   | <b>FTA Match</b>   |
| \$817,149  | \$204,288                                   | \$240,019  | \$60,005           |
| <p>Prepare the FY 2018 UWP; draft the FY 18 – 21 TIP; establish performance standards for measuring compliance with MAP-21; update the LRTP; update Title VI and the Public Involvement Plan; analyze the onboard transit survey study and local transit patterns; revise and maintain the highway and transit network model; research and test model-based transportation performance evaluation tools; prepare travel demand forecasts; prepare the TransEval output for USEPA's Motor Vehicle Emission Simulator air quality model; provide support to maintain and enhance GIS; monitor and track land use changes in the area; update website, reference library and TIP database; collect and maintain data for transportation system performance, socio-economic, demographic, and land use and environmental analysis; implement the approved Congestion Management Process; complete a comprehensive update of the St. Louis Regional ITS Architecture and its Strategic Plan; support the development, implementation and promotion of engineering, education, law enforcement and emergency response strategies in the St. Louis region; promote the Roadway Safety Audit process; provide staff support for the development of Strategic Safety Plans in Franklin and St. Charles counties; collect information about fare usage and passenger boarding information at MetroLink, MetroBus, Call-A-Ride and special services; update the ADA plan; evaluate all stops for ADA accessibility; create a Regional Transit Oriented Development plan; collaborate in a feasibility study for Bus Rapid Transit corridors and alternative areas; conduct market research and ridership trends; develop a regional transit travel demand survey; monitor the performance of the transportation system for the mobility-impaired citizens; update a regional bicycle and pedestrian plan; provide staff support for the formation of a Regional Freight District; develop financing strategies for the Regional Rail Network Study; provide technical assistance to regional and local constituents regarding transit oriented development; promote the Regional Environmental Framework; assist communities in developing various transportation issues facing their neighborhoods; update highway and transit funding models; and identify issues critical to the well-being of the region using information from the "Where We Stand" report. The MPO endorses the work scheduled.</p> |   |  |                    |

### CHAPTER THREE - ANNUAL HIGHWAY IMPROVEMENT PROGRAM

#### ESTIMATED PROGRAM COSTS

| ACTIVITY  | JOB<br>NUMBER | TOTAL<br>COSTS     |
|---|---------------|--------------------|
| Highway Programming                                       | 31A-18-2      | \$931,700          |
| Support Activities  | 31B-18-2      | \$465,528          |
| Highway Construction Program Budget<br>and Fiscal Records | 31C-18-2      | \$850,068          |
| Program Monitoring  | 31D-18-2      | \$935,240          |
| <b>TOTAL COSTS:</b>                                       |               | <b>\$3,182,536</b> |

\*If no dollar amount is present either adequate federal funds are available to fund this project or funding will be requested later.

## OBJECTIVES

The Annual Highway Improvement Program is developed and published in the summer of the annual fiscal year based on the annual element of the Multi-Year Highway Program. The primary focus of the Program Management Section is to manage the annual programmed projects and review and approve project changes that occur due to priority changes and cost and scope changes that occur on programmed projects. The main objective is to ensure the annual highway program remains fiscally constrained and accomplishes the goals of the program. At the end of the each annual program fiscal year, the For The Record document is published displaying the state and local project awards that were accomplished utilizing the annual highway program appropriations.

Publish the FY 2018 Proposed Highway Improvement Program identifying the proposed improvements to be made for highways and prepare the tentative FY 2019 Proposed Highway Improvement Program.

Support activities for implementation of the FY 2018 Proposed Highway Improvement Program.

Develop the highway construction program budget for FY 2018.

Manage the Statewide Transportation Improvement Program (modification and amendments needed during program implementation).

Monitor the status of projects included in the Department's transportation improvement programs and publish continuing reports for management information.

Work Products include:

- Published FY 2018 Highway Improvement Program.
- Tentative FY 2019 Highway Improvement Program.
- The Highway Construction Program Budget for FY 2018.
- Quarterly Monitoring and Managerial Information Reports on the implementation status of IDOT's FY 2017 and FY 2018 Highway Improvement Program.
- FY 2017 Accomplishments Report - For The Record - 2017
- Statewide Transportation Improvement Program annual amendments and modifications.
- Special reports as requested by the Executive Offices.

## ANTICIPATED ACCOMPLISHMENTS FOR FISCAL YEAR 2018

|  |            |                              |                            |                  |
|--|------------|------------------------------|----------------------------|------------------|
| <b>31A-18-2</b>  | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Highway Programming</b> | <b>\$931,700</b> |
| This activity includes the following phases: development of a program data base; revenue analysis; the development of candidate projects for the FY 2018 program; coordination with the Transportation Improvement Program (TIP's) of the Metropolitan Planning Organization (MPO's); the finalization of project selection; and publication and release of the proposed program for FY 2018 consistent with the appropriations passed by the General Assembly and signed by the Governor. |            |                              |                            |                  |

|   |            |                              |  |                  |
|---|------------|------------------------------|--|------------------|
| <b>31B-18-2</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Support Activities</b>                  | <b>\$465,528</b> |
| <p>This activity provides support for the implementation of the FY 2018 Highway Improvement Program including the review of requested changes for the FY 2018 program; preparation of recommendations for Departmental decisions on proposed revisions; processing revisions to the FY 2018 program; special programming reports; and review of joint agreements, letting schedules, and project releases.</p> <p>During the year, situations arise that may require changes to the adopted program. These changes could be additions or deletions. An analysis of each requested change must be made to justify any actions taken. These analyses cover all program phases, such as effect on federal funds, if it is a federal project, T.I.P. or S.T.I.P. program status, cash flow effects, and effect on other programmed projects.</p> <p>Also, several reserve funds are set up in the program each year for projects to be selected during the year. A review of each project request must be made to determine eligibility for consideration and justifications for proceeding.</p> <p>All joint agreements are reviewed to determine the program status of projects involved and any possible effects on appropriations (federal or state) or other program activities.</p> <p>Before each letting a meeting is held with the executive office and each project available for letting is reviewed in relation to its importance, effect on federal funding levels, Road Fund, Construction Fund, and Series A and D Bond Fund cash flows, and other considerations.</p> <p>Among the special programming reports are the programs of projects associated with special financial assistance provided to the City of Chicago. These programs identify local system projects which are financed with state funds provided specifically to match federal highway funds available for the City of Chicago street improvement program, non-federal funded bridge repairs and arterial street improvements, and substitute local system projects to reimburse the city for costs it incurred on previous projects that are recognized as state responsibility.</p> |            |                              |  |                  |
| <b>31C-18-2</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Highway Construction Program Budget</b> | <b>\$850,068</b> |
| <p>Forecasts will be made of highway construction appropriations expected to be required during FY 2018, and documentation will be collected to support the development of the highway construction program appropriation request.</p>  |            |                              |  |                  |
| <b>31D-19-2</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Program Monitoring</b>                  | <b>\$935,000</b> |
| <p>This includes developing and maintaining a comprehensive data collection system for current activities in the Highway Improvement Program; analyzing the data collected; preparation of periodic reports on program accomplishments which provide management with information on program progress and potential problem areas; and developing and maintaining an information system on current and past programs designed to assure timely response to inquiries from both within and outside the Department regarding specific improvements, categorical programs and total modal programs.</p>   |            |                              |  |                  |



## CHAPTER FOUR - PLANNING SERVICES - PART 1 - MAPPING, GRAPHICS AND PUBLICATIONS

### ESTIMATED PROGRAM COSTS

| ACTIVITY                            | JOB NUMBER | TOTAL COSTS        |
|-------------------------------------|------------|--------------------|
| Mapping                             | 41A-18-2   | \$1,004,700        |
| Graphics and Publications           | 41B-18-2   | \$384,234          |
| CADD                                | 41C-18-2   | \$120,666          |
| Official Illinois State Highway Map | 41M-18-1   |                    |
| <b>Total Costs</b>                  |            | <b>\$1,509,600</b> |

\*If no dollar amount is present either adequate federal funds are available to fund this project or funding will be requested later.

## OBJECTIVES

Prepare highway and other transportation related maps in support of highway planning and programming activities.

Revise, as needed, the Official Illinois Highway Map and the maps of the General Highway Map Series which includes individual maps of counties, cities, townships and area which are important as base maps for depicting traffic, urban areas, functional classification, and are used in nearly all highway transportation related studies and programs.

Provide graphics and art illustrations in support of Department programs and studies.

Provide support through the use of GIS for the roadway-referencing project and revisions and the District Road Condition Map Development.

Automate the general highway map series through the use of GIS software.

## ANTICIPATED ACCOMPLISHMENTS FOR FISCAL YEAR 2018

|   |            |                           |                                  |                    |
|---|------------|---------------------------|----------------------------------|--------------------|
| <b>41A-18-2</b>   | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Mapping</b>                   | <b>\$1,004,700</b> |
| <p>Special maps will be prepared to support priority projects and revisions of the General Highway Map Series will be an on-going function. These maps include the rural and urban functional classification maps, district maps, county maps, township maps, city maps, airport and public transit maps, rail maps and special project or theme maps. These maps will be detailed to depict new and revised highway and rail programs and studies. The conversion of our hand drawn map inventory to GIS methodologies continues. The revision of the Official Illinois Highway Map, both the paper and internet versions will be completed.</p> <p>A listing of the special purpose maps as well as state, county, township, and city maps can be found on the IDOT internet site. Electronic versions of many of these maps are also available on that site.</p> <ul style="list-style-type: none"> <li>• Official Illinois Highway Map – Biannual</li> <li>• County General Highway Map Series – Ongoing</li> <li>• City Maps – Ongoing</li> <li>• Rural and Urban Functional Classification maps – As needed.</li> <li>• District System – Annual</li> <li>• Railroad Map – As needed.</li> <li>• Road Condition Map Series (CRS, IRI, NA, RUT) - Annual</li> <li>• Other maps to include airports, political districts, etc. – As needed.</li> <li>• Expansion of ArcGIS Online Mapping Projects - ongoing</li> </ul> |            |                           |                                  |                    |
| <b>41B-18-2</b>   | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Graphics and Publications</b> | <b>\$384,234</b>   |
| <p>Displays, charts, graphs, brochures, flyers and special renderings will be prepared in support of various transportation planning studies and programs.</p> <p><b><u>Policy &amp; Procedures Guides:</u></b></p> <ul style="list-style-type: none"> <li>• General Highway Map Procedure Manuals for the various map series</li> <li>• USGS Maps and DOQQs</li> <li>• File Room Procedures</li> <li>• Microfilm Procedures</li> </ul>   |            |                           |                                  |                    |

|  |            |                           |  |                  |
|--|------------|---------------------------|--|------------------|
| <b>41C-18-2</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Computer Aided Design Drafting (CADD)</b> | <b>\$120,666</b> |
| The CADD system and software utilized by the Office of Planning and Programming will continue to be updated and maintained to allow the office to produce high quality Official Illinois State Highway Map utilizing CADD. |            |                           |  |                  |

|  |            |                           |  |                          |
|--|------------|---------------------------|--|--------------------------|
| <b>41M-18-1</b>  | <b>OPP</b> | <b>Bureau of Planning</b> | <b>Official Illinois State Highway Map</b> | <b>Ongoing Agreement</b> |
| This map is printed every two years and distributed to the traveling public throughout the state. Various versions of this map will be printed including standard print and large print maps. These maps provide the public with updated information regarding the transportation system in Illinois. Funding will be requested in FY 2019 for the next printing of the Official Illinois State Highway Map. |            |                           |  |                          |

## CHAPTER FOUR, PART 2 - INFORMATION SYSTEMS MANAGEMENT

### ESTIMATED PROGRAM COSTS

| ACTIVITY   | JOB NUMBER | TOTAL COSTS      |
|--|------------|------------------|
| Data Processing Scheduling, Processing, Special Reports & Systems Development & Special Projects | 42A-18-2   | \$734,400        |
| Data Processing Hardware   | 42B-18-1   | \$204,000        |
| Database Updates & New Projects  | 432-18-1   |                  |
| <b>Total Costs</b>   |            | <b>\$938,400</b> |

\*If no dollar amount is present either adequate federal funds are available to fund this project or funding will be requested later.

## OBJECTIVES

To provide data processing and technical support services that is essential to the needs of the Office of Planning and Programming and the Department.

1. To provide support as needed for OPP in the use and acquisition of personal computers
2. To provide maintenance on existing OPP computer systems
3. To develop and implement new computerized systems which will lead to faster more effective and efficient decision making by all levels of management
4. To develop and maintain internet locations relating to the activities of OPP

## ANTICIPATED ACCOMPLISHMENTS FOR FISCAL YEAR 2018

| 42A-18-2  | OPP | Data Processing Scheduling, Processing, Special Reports & Systems Development & Special Projects | \$734,400 |
|---|-----|--|-----------|
| <ul style="list-style-type: none"> <li>• Airport Improvement Program (AIP)</li> <li>• Airport Runway Pavement Condition System (IDOA)</li> <li>• Airport Operations Data Studies</li> <li>• National Bridge Inspection System (NBIS)</li> <li>• Safety/Illinois Roadway Information System Interface</li> <li>• Interstate Cost Estimate</li> <li>• Truck Weight and Classification</li> <li>• Highway Statistics Program Battery</li> <li>• Windows Planning Programming System</li> <li>• HPMS</li> <li>• Public Transportation Program</li> <li>• Training of OP&amp;P Mapping Personnel on graphic software, ArcGIS and the GIS environment</li> <li>• Bridge Maintenance System (AASHTOWARE)</li> <li>• OP&amp;P Communication Sharepoint Site</li> <li>• IHIS (Illinois Highway Information System)</li> <li>• Long Range Transportation Plan (LRTP) Sharepoint Site</li> <li>• ArcGIS Online Mapping Projects</li> </ul> <p><b>Development support work will take place on the following systems and studies:</b></p> <ul style="list-style-type: none"> <li>• Expand the various mapping products created for the Department</li> <li>• Use of Personal Computers (PC's) in OPP</li> <li>• Use of Plotters and plotting software on PC's</li> <li>• HPMS Analytical Process <ul style="list-style-type: none"> <li>○ New applications developed in PC database software</li> </ul> </li> <li>• Conversions of outdated technologies used for various map series</li> <li>• GIS and associated applications</li> <li>• CAD in a Windows PC environment</li> <li>• Additional Reports and Documents placed on the Department's Internet Site</li> <li>• Continued integration of Microsoft Sharepoint as a collaboration alternative</li> </ul> |     |  |           |

| 42B-18-1   | OPP | Data Processing Support/Hardware/Software | \$204,000 |
|--|-----|---|-----------|
| The Office of Planning and Programming requires upgrades and additions of data processing equipment both in hardware and software. |     |   |           |

|   |            |   |  |
|---|------------|---|--|
| <b>432-18-1</b>   | <b>OPP</b> | <b>Database Updates and New Data Projects</b> | <b>Funding May be Requested Later.</b> |
| The Office of Planning and Programming requires upgrades and additions of data processing equipment both in hardware and software |            |   |  |

## CHAPTER FOUR, PART 3 - TRAFFIC VOLUME COUNTS - DATA MANAGEMENT AND REPORTS

### ESTIMATED PROGRAM COSTS

| ACTIVITY                             | JOB<br>NUMBER | CENTRAL<br>OFFICE<br>COSTS | DISTRICT<br>OFFICE<br>COSTS | TOTAL               |
|--------------------------------------|---------------|----------------------------|-----------------------------|---------------------|
| Traffic Volume Counts                | 43A-18-2      | \$614,000                  | \$2,742,603                 | \$3,356,603         |
| Highway Data Collection              | 43B-18-2      | \$526,218                  | \$4,207,794                 | \$4,734,012         |
| Special Studies and Reports          | 43C-18-2      | \$460,000                  | \$1,307,412                 | \$1,767,412         |
| Traffic Counting Equipment           | 43E-18-1      | \$1,125,000                |                             | \$1,125,000         |
| Link Node Encoding                   | 43F-18-2      | \$120,158                  |                             | \$120,158           |
| SHRP Traf Monit Equip                | 43G-18-2      | \$54,927                   |                             | \$54,927            |
| GIS – Technical Support              | 43K-18-1      | \$2,412,500                |                             | \$2,412,500         |
| Traffic Data Collection – District 1 | 478-18-1      | \$1,062,500                |                             | \$1,062,500         |
| Traffic Data Collection – District 2 | 478-18-1      | \$187,500                  |                             | \$187,500           |
| Traffic Data Collection – District 9 | 478-18-1      | \$33,375                   |                             | \$33,375            |
| Traffic Data Collection – District 4 | 478-18-1      | \$277,000                  |                             | \$277,000           |
| Traffic Data Collection – District 6 | 478-18-1      | \$191,000                  |                             | \$191,000           |
| Traffic Data Collection – District 7 | 478-18-1      | \$314,250                  |                             | \$314,250           |
| Traffic Data Collection - District 3 | 478-18-1      | \$225,600                  |                             | \$225,600           |
| Traffic Data Collection - District 8 | 478-18-1      | \$144,000                  |                             | \$144,000           |
| Traffic Data Collection - District 5 | 478-18-1      | \$128,375                  |                             | \$128,375           |
| <b>TOTAL COSTS</b>                   |               | <b>\$7,876,403</b>         | <b>\$8,257,809</b>          | <b>\$16,134,212</b> |

\*If no dollar amount is present either adequate federal funds are available to fund this project or funding will be requested later.

## OBJECTIVES

- To provide adequate, accurate, and timely highway related data files.
- To manage the statewide collection, processing, and validation of highway and highway-related data.
- To manage statewide traffic surveillance program designed to support planning, programming and other decision-making processes.
- To develop and provide information reports and documents using GIS and highway-related data that are required to support the Department, federal, state and local agencies.
- To develop Internet versions of traffic and highway data to be posted on IDOT's website in order to provide additional service for the general public.
- To provide current and future traffic demand statistics for use in planning, programming, and other decision-making processes.
- To research and implement new tools and technologies that increase the quality and quantity of highway data collected, and use new technologies to improve the reporting of that data.

Listing of policy and procedural guides used during accomplishment of the projects listed in this chapter:

- Traffic Monitoring Guide, FHWA, 2013
- Highway Performance Monitoring System Field Manual, FHWA, March 2014
- Illinois Traffic Monitoring Program, November 2004
- Illinois Roadway Information & Procedure Manual, IDOT, July 2014
- Illinois Structure Information and Procedure Manual, IDOT, July 2016
- Highway Bridge Program Manual, IDOT, Sept., 1978, as revised
- National Railroad-Highway Crossing Inventory Update Manual, US DOT, Jan., 1976
- Highway Performance Monitoring System Field Manual, FHWA, March 2014
- Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, FHWA, December, 1995

## ANTICIPATED ACCOMPLISHMENTS FOR FISCAL YEAR 2018

| 43A-18-2  | OPP | Bureau of Programming | Traffic Volume Counts | \$3,356,603 |
|---|-----|-----------------------|-----------------------|-------------|
| <p>Continuous count stations will be operated at 120+ locations throughout the state. Data from these stations will be processed at the central office and then submitted monthly to the FHWA. Additional continuous count stations are being built as part of construction projects. The data from those sites will be incorporated into IDOT's ATR network once they are operational. Travel will be monitored monthly to measure changes to the higher classified road systems. The department will conduct approximately 24,500 24-hour machine counts for display on the Internet and special emphasis programs. The special emphasis programs are designed to provide better traffic data for trucks, structures, railroad crossings and HPMS sections.</p> <p>Efforts will continue to coordinate Strategic Highway Research Program (SHRP)/Long-Term Pavement Performance (LTPP) traffic counting needs with ongoing activities.</p> <p>Products of this activity will include updated traffic counts available on IDOT's "Getting Around Illinois" application. Statewide Traffic Maps and County traffic maps will be produced using GIS and distributed to the Districts electronically. The "Illinois Travel Statistics", "National Highway System (NHS) Statistics" and "Illinois Highway Statistics" sheets will be prepared in an electronic format and distributed on the Internet.</p> |     |                       |                       |             |



|  |            |                              |                                |                    |
|--|------------|------------------------------|--------------------------------|--------------------|
| <b>43B-18-2</b>  | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Highway Data Collection</b> | <b>\$4,734,012</b> |
| <p>The highway inventory activities will be designed to support the Department's objectives, to support planning efforts, and to support FHWA, HPMS, FRA and NBIP reporting requirements. These activities will be focused on four sub-inventories: a roadway inventory, a structure inventory, a railroad crossing inventory, and an HPMS inventory. The proportion of total highway data collection expenditures anticipated for each of these sub-inventories is approximately 45%, 30%, 5%, and 20% respectively.</p> <p>For each of the sub-inventories, the districts will report jurisdiction and system changes, and field validated data changes resulting from the various construction programs. The focus for the roadway inventory will be to improve the quality of basic data for the State highway systems and for HPMS sample sections. The focus for the structure inventory will be to improve the quality of data required for the NBIP and Highway Bridge Program (HBP) reports. The National Railroad-Highway Crossing Inventory will continue with the cooperation of the railroad companies and the Illinois Commerce Commission. Updates will be provided to the FRA. The focus for the railroad-crossing inventory will be to define and resolve problem areas in data quality for existing crossings and continue to work with the file integration with the Illinois Commerce Commission.</p> <p>Additional work activities for the districts will include updating the computer systems to indicate changes in the road network, urban areas, and corporate limits. The districts will continue field data collection activities for new or improved HPMS sample sections. As changes in alignment and new roads are detected by the District staff, Central Office staff will make the appropriate alignment changes to the GIS desktop editor so those changes are reflected in the Department-wide GIS applications.</p> <p>Central office will process railroad-crossing changes through the ICC Railroad application. Roadway and structure data changes will be input by the districts to the Silverlight IRIS and ISIS applications. All files will be updated to reflect the highway network, including structures and railroad crossings, as of December 31, 2016. The central office will continue to improve data quality through comprehensive audits, utilizing GIS, and the tools available in the web based Road Inventory System (IRIS).</p> <p>The primary product of highway data collection activities will be the updated IRIS data files reflecting the highway network as of December 31, 2017. The usage of these products are indicated in the following paragraphs headed "Special Studies and Reports."</p> |            |                              |                                |                    |

|   |            |                              |                                    |                    |
|---|------------|------------------------------|------------------------------------|--------------------|
| <b>43C-18-2</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Special Studies and Reports</b> | <b>\$1,767,412</b> |
| <p>The traffic counting and highway data collection activities will be supplemented by specially targeted studies indicated in (a) below. Data from all activities will be summarized and reported as indicated in (b), (c), (d), (e), and (f) below.</p> <p>(a) Vehicle Classification Study - The department will continue making 3-category machine counts and 3-category manual classification counts on the State routes to maintain an accurate database from which to monitor truck travel. Vehicle classification counts will be made at selected HPMS Sections by using portable automatic vehicle classification counters capable of meeting the requirements in the Traffic Monitoring Guide (TMG). Video data collection recorders are being used at high volume locations and at locations previously handled with manual counts.</p> <p>(b) Bridge Statistics - The required NBIP and HBP reports will be prepared and submitted to the FHWA. Approximately, 300 special reports will be prepared to support planning and programming activities and other Department needs. Development will be continued for a set of comprehensive, standardized bridge reports that are correlated with similar roadway reports.</p> <p>(c) Roadway Statistics - The annual HPMS report will be prepared and submitted to the FHWA. Publications which summarize highway mileage will be prepared and distributed. The "Illinois Highway and Street Mileage Statistics" publication will be created in electronic form for the Internet. Approximately 400 special reports will be prepared to support planning and programming and other Department activities.</p> <p>(d) Railroad Crossing Statistics - The required updates will be prepared and submitted to the FRA and ICC. Approximately 50 special reports will be prepared to support planning and programming activities and other Department, state agencies, and rail companies' needs. Liaison activities will continue between the Department, ICC, and various rail companies.</p> <p>(e) Travel Demand Studies and Forecasts - The districts will prepare traffic estimates for various planning and location studies, and for the design of intersection and roadway improvements. Central office will prepare travel estimates for the HPMS and for use within the Department. Forecasts of travel and fuel consumption will be revised as deemed necessary due to changing economic and energy conditions. Booklets "Illinois Highway Statistics", "National Highway System (NHS) Statistics", and "Illinois Travel Statistics" will be prepared and distributed in an electronic form on the departments' internet web site.</p> <p>(f) Responses to web mail questions – Traffic and roadway questions are now being submitted by the general public via IDOT's website. Responses to these questions will be generated in a prompt time frame and sent via e-mail to the public. The volume of these types of questions continues to decrease as more people are aware of the information available through the IDOT web site.</p> |            |                              |                                    |                    |

|  |            |                              |                                     |                    |
|--|------------|------------------------------|-------------------------------------|--------------------|
| <b>43E-18-1</b>  | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Traffic Monitoring Equipment</b> | <b>\$1,125,000</b> |
| <p>Magnetic lane counters along with supporting equipment and supplies will be purchased and existing counters repaired for all districts to provide full coverage of truck counts using length based classification. These magnetic counters will be used to classify HPMS sections along with providing truck data and volume information for the state marked system. Additional non-intrusive video data collection units and processing hours will be purchased to collect AADTs and turning movement counts (TMC) at selected intersections and high volume locations where traffic counters are difficult or unsafe to install. Our existing inventory of traffic monitoring equipment will be maintained by purchasing replacements for stolen or damaged equipment. We will continue an effort to modernize our traffic monitoring equipment utilizing newer non-intrusive technologies. Efforts will be made to find equipment that can detect motorcycles in order to satisfy the FHWA requirement for Motorcycle VMT. New state equipment term contracts will be established to purchase the non-intrusive equipment. Additional spare equipment will be purchased for the Automated Traffic Recorder (ATR) network. Repair parts and supplies will be purchased to support all traffic monitoring operations. Defective in-pavement sensors at permanent continuous monitoring stations will be replaced under contract. Approximately 70% of the budget is for new equipment and 30% is for replacement and spare parts.</p> |            |                              |                                     |                    |

|   |            |                              |                           |                  |
|---|------------|------------------------------|---------------------------|------------------|
| <b>43F-18-2</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Link Node Encoding</b> | <b>\$120,158</b> |
| <p>The ArcGIS desktop editor application will be used to make geometry changes to reflect new highways, new highway alignments, and abandoned highways reported through 2017. The State and Chicago area will be reviewed looking for additional mileage not currently in the IRIS system. These changes will be the basis for the GIS road data that is used throughout the Department's GIS applications.</p> |            |                              |                           |                  |

|                 |            |                              |   |                 |
|-----------------|------------|------------------------------|---|-----------------|
| <b>43G-18-2</b> | <b>OPP</b> | <b>Bureau of Programming</b> | <b>SHRP/LTPP Traffic Monitoring Equipment</b> | <b>\$54,927</b> |
|-----------------|------------|------------------------------|---|-----------------|

The permanent WIM sites will be maintained by the repair and/or replacement of malfunctioning equipment, and the replacement of inoperative loops and piezo cable sensors. Additional spare parts and equipment will be purchased to sustain WIM operations. Defective in-pavement sensors will be replaced under contract.

|                 |            |                              |  |                    |
|-----------------|------------|------------------------------|--|--------------------|
| <b>43K-18-1</b> | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Geographic Information System/Technical Support</b> | <b>\$2,412,500</b> |
|-----------------|------------|------------------------------|--|--------------------|

The Department awarded and executed a new 3 year consultant contract in FY 17 to continue technical support for the continued development and support of GIS products of immediate use to Planning and Programming functions. These products include: internal browser based applications (Road Inventory, Structure Inventory, Roadway Analysis), external browser based applications (Getting Around Illinois, ArcGIS online), GIS packages to assist Annual and Multi-Year Programming Activities, adding city street data to GIS, accessing more current aerial photos, realignment of existing road network using DOQ photos, Traffic Count Management, and Roadway Inventory Management. The current contract expires in September 2019 and has a 3 year renewal option.

|                 |            |                              |  |                    |
|-----------------|------------|------------------------------|--|--------------------|
| <b>43P-18-1</b> | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 1</b> | <b>\$1,062,500</b> |
|-----------------|------------|------------------------------|--|--------------------|

A consultant was selected (Atlas Engineering) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and 24 hour video AADT counts for the marked routes throughout District One, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016, counts were taken on unmarked routes in DuPage and Will Counties. During calendar year 2017, counts will be taken on unmarked routes in McHenry County. This contract will run through 12/31/2017. A new contract will be awarded in the 4<sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 1.

|                 |            |                              |  |                  |
|-----------------|------------|------------------------------|--|------------------|
| <b>43R-18-1</b> | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 2</b> | <b>\$187,500</b> |
|-----------------|------------|------------------------------|--|------------------|

A consultant was selected (Atlas Engineering) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and 24 hour video AADT counts for the marked routes throughout District Two, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016, counts were taken on unmarked routes in Carroll, JoDaviess, and Whiteside Counties. During calendar year 2017, counts will be taken on unmarked routes in Lee, Ogle, and Winnebago counties. This contract will run through 12/31/2017. A new contract will be awarded in the 4<sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 2.

|                 |            |                              |  |                 |
|-----------------|------------|------------------------------|--|-----------------|
| <b>43S-18-1</b> | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 9</b> | <b>\$33,375</b> |
|-----------------|------------|------------------------------|--|-----------------|

A consultant was selected (Terra Engineering) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and 24 hour video AADT counts for the marked routes throughout District Nine, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016 24-hour machine counts were taken on unmarked routes in Jefferson, Johnson, and Williamson Counties. During calendar year 2017 counts will be taken on unmarked routes in Alexander, Hamilton, and Jackson counties. This contract will run through 12/31/2017. A new contract will be awarded in the 4<sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 9.

|                 |            |                              |  |                  |
|-----------------|------------|------------------------------|--|------------------|
| <b>43T-18-1</b> | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 4</b> | <b>\$277,000</b> |
|-----------------|------------|------------------------------|--|------------------|

A consultant was selected (DLZ Illinois) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and video 24 hour AADT counts for the marked routes throughout District Four, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016, counts were taken on unmarked routes throughout Henderson, McDonough, and Warren counties. During calendar year 2017, counts will be taken on unmarked routes in Knox and Peoria counties. This contract will run through 12/31/2017. A new contract will be awarded in the 4<sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 4.

|  |            |                              |  |                  |
|--|------------|------------------------------|--|------------------|
| <b>43U-18-1</b>  | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 6</b> | <b>\$191,000</b> |
| A consultant was selected (DLZ Illinois) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and 24 hour video AADT counts for the marked routes throughout District Six, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016, counts were taken on unmarked routes throughout Christian, Logan, and Macoupin counties. During calendar year 2017, counts will be taken on unmarked routes in Sangamon County. This contract will run through 12/31/2017. A new contract will be awarded in the 4 <sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 6. |            |                              |  |                  |

|  |            |                              |  |                  |
|--|------------|------------------------------|--|------------------|
| <b>43V-18-1</b>  | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 7</b> | <b>\$314,250</b> |
| A consultant was selected (Terra Engineering) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and 24 hour video AADT counts for the marked routes throughout District Seven, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016, counts were taken on unmarked routes throughout Clark, Cumberland, Jasper, and Lawrence counties. During calendar year 2017, counts will be taken on unmarked routes in Clay, Edwards, Wabash, and Wayne counties. This contract will run through 12/31/2017. A new contract will be awarded in the 4 <sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 7. |            |                              |  |                  |

|   |            |                              |  |                  |
|---|------------|------------------------------|--|------------------|
| <b>43Z-18-1</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 3</b> | <b>\$225,600</b> |
| A consultant was selected (Terra Engineering) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and 24 hour video AADT counts for the marked routes throughout District Three, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016, counts were taken on unmarked routes throughout LaSalle County. During calendar year 2017, counts will be taken on unmarked routes throughout Bureau, DeKalb and Kankakee counties. This contract will run through 12/31/2017. A new contract will be awarded in the 4 <sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 3. |            |                              |  |                  |

|   |            |                              |  |                  |
|---|------------|------------------------------|--|------------------|
| <b>395-18-1</b>   | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 8</b> | <b>\$144,000</b> |
| A consultant was selected (DLZ Illinois) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and 24 hour video AADT counts for the marked routes for parts of District Eight, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016, counts were taken on unmarked routes throughout Madison County. During calendar year 2017, counts will be taken on unmarked routes throughout Calhoun, Greene, Jersey and Marion Counties. This contract will run through 12/31/2017. A new contract will be awarded in the 4 <sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 8. |            |                              |  |                  |

|  |            |                              |  |                  |
|--|------------|------------------------------|--|------------------|
| <b>433-18-1</b>  | <b>OPP</b> | <b>Bureau of Programming</b> | <b>Field Collection of Traffic Data on Various Routes for District 5</b> | <b>\$128,375</b> |
| A consultant was selected (Terra Engineering) in FY 16 for a 2 year contract to collect 24 hour machine volume counts and 24 hour video AADT counts for the marked routes throughout District Five, and as required at structures and railroad crossings to meet federal and state guidelines. During calendar year 2016, counts were taken on unmarked routes throughout Champaign County. During calendar year 2017, counts will be taken on unmarked routes throughout Douglas County. This contract will run through 12/31/2017. A new contract will be awarded in the 4 <sup>th</sup> quarter of 2017 for a multi-year contract to collect 24 hour machine volume counts, classification counts, and video AADT counts throughout District 5. |            |                              |  |                  |

## CHAPTER FIVE - DIRECTOR'S OFFICE - MANAGEMENT AND ADMINISTRATION

### ESTIMATED PROGRAM COSTS

| ACTIVITY                                | JOB<br>NUMBER | TOTAL<br>COSTS     |
|---|---------------|--------------------|
| Management and Administration           | 51A-18-2      | \$516,273          |
| District Support & Technical Assistance | 51B-18-2      | \$647,343          |
| Contingency Fund                        | 51C-18-1      | \$0                |
| <b>TOTAL COSTS:</b>                     |               | <b>\$1,163,616</b> |

\*If no dollar amount is present either adequate federal funds are available to fund this project or funding will be requested later.

## OBJECTIVES

Assure that the transportation planning and programming activities of the Department are designed, coordinated, fiscally reviewed, and accomplished in a manner supportive of a balanced transportation system that is both effective and cost efficient to travelers and shippers.

## ANTICIPATED ACCOMPLISHMENTS FOR FISCAL YEAR 2018

The managerial focus of OPP during the year will be on administrative and fiscal recordkeeping, contracting and invoicing that is consistent with federal and state requirements and managerial efficiency. District support and MPO liaison activities will continue as required.

|  |            |                                      |                  |
|--|------------|--------------------------------------|------------------|
| <b>51A-18-2</b>  | <b>OPP</b> | <b>Management and Administration</b> | <b>\$516,273</b> |
| The managerial focus of OPP during the year will be establishing and tracking fiscal records through the Fiscal Operation and Administration (FOA) Program, requesting annual state appropriations through the Bureau of Fiscal Management, preparing requests for the intergovernmental agreements through the Purchasing Tracking System, and paying invoices through the FOA Program. |            |                                      |                  |

|  |            |  |                  |
|--|------------|--|------------------|
| <b>51B-18-2</b>  | <b>OPP</b> | <b>District Support and Technical Assistance</b> | <b>\$647,343</b> |
| District support and MPO liaison activities will continue as required. Planning personnel in the 9 districts may use this job number on their time cards for administrative duties that cannot be tracked to any other SPR job number. |            |  |                  |

|   |            |                         |            |
|---|------------|-------------------------|------------|
| <b>51C-18-1</b>   | <b>OPP</b> | <b>Contingency Fund</b> | <b>\$0</b> |
| This item was initially used to provide a contingency fund for new studies to be proposed in FY 2018. However, after discussion with FHWA, this contingency fund is no longer needed and is being eliminated. |            |                         |            |

## **APPENDICES**

A -- OPP Job Numbering System

B -- Summary of Estimated Cost by Job Number by UWP Chapter/Part

C -- Summary of Estimated Cost by Highway Planning and Program Manual Volume

D -- Proposed FY 2018 PL Project Financing

E -- Financial Summary Sheet - Transportation Planning Program

F -- Job Number by Manual Volumes

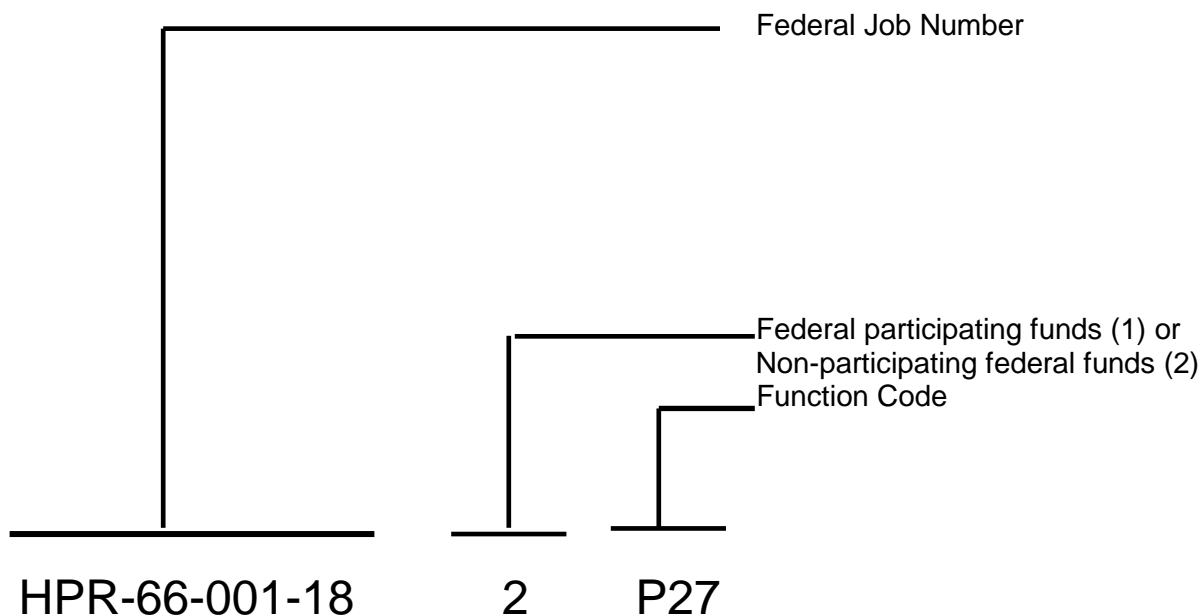
G -- FTA Section 5305(e) Projects

H -- Work Item Breakout

## APPENDIX A OFFICE OF PLANNING AND PROGRAMMING JOB NUMBERING SYSTEM

### OPP Job-Numbering System - SPR Non-Participating

All employee labor time and state vehicle mileage incurred by the OPP central office staff and staffs of the District Bureaus of Planning in accomplishing the activities described in this document will be charged on the IDOT Employee Time Report. An explanation of the current job number reporting system follows.



**ALL DISTRICT PERSONNEL SHOULD ONLY USE THE 2 NON-PARTICIPATING NUMBER ON THEIR TIME CARDS.** The function codes are provided each fiscal year to the Central Office and the District Engineer's when they receive three copies of the approved work program. The function codes correlate to the job numbers on the next three pages.

### Budgetary Responsibility Code

- 7500: Office of Planning and Programming
- 7510: Bureau of Innovative Project Delivery
- 7520: Bureau of Data Collection
- 7530: Bureau of Planning
- 7540: Bureau of Programming
- 7550: Bureau of Research



## APPENDIX B

### FY 2018 SUMMARY OF EST. COST BY JOB NUMBER BY WORK PROGRAM CHAPTER AND PART

| ACTIVITY   | JOB #    | SPR PARTICIPATING   | SPR NON-PARTICIPATING | TOTAL               |
|--|----------|---------------------|-----------------------|---------------------|
| CHAPTER ONE: SPP/HIGHWAY PROGRAM PLANNING              |          |                     |                       |                     |
| Highway Program Planning                               | 11A-18-1 | \$2,550,000         |                       | \$2,550,000         |
| Highway Program Planning                               | 11A-18-2 |                     | 1,734,245             | 1,734,245           |
| Highway Funct. Class./Federal-aid Systems/Urban Limits | 11B-18-2 |                     | 328,246               | 328,246             |
| Special Federal Studies                                | 11C-18-2 |                     | 103,530               | 103,530             |
| Pavement Condition Rating (CRS)                        | 11D-18-1 | 2,964,682           |                       | 2,964,682           |
| Comprehensive Bridge Mgmt. System                      | 11E-18-1 | 2,000,000           |                       | 2,000,000           |
| Statewide Program Planning Systems                     | 11M-18-1 | 1,875,000           |                       | 1,875,000           |
| Work Zone Safety Campaign                              | 11U-18-1 | 1,200,000           |                       | 1,200,000           |
| National Scenic Byways in Illinois                     | 11V-18-1 | 218,500             |                       | 218,500             |
| BridgeWatch® System                                    | 386-18-1 | 312,500             |                       | 312,500             |
| Highway Public-Private Partnerships                    | 393-18-1 | 1,600,000           |                       | 1,600,000           |
| Height Modernization Program                           | 404-18-1 |                     |                       |                     |
| Fiber Tracking Software Purchase                       | 406-18-1 | 106,250             |                       | 106,250             |
| Truck Size/Weight on Roadways and Bridges              | 446-18-1 | 1,250,000           |                       | 1,250,000           |
| Specific Task Training (STTP) Program                  | 450-18-1 | 150,000             |                       | 150,000             |
| 2015 Statewide Orthoimagery                            | 454-18-1 |                     |                       |                     |
| Surveying equipment for District Offices               | 455-18-1 |                     |                       |                     |
| Asset Management                                       | 459-18-1 | 287,500             |                       | 287,500             |
| Maintenance Yard Study                                 | 477-18-1 | 500,000             |                       | 500,000             |
| Highways Program Development                           | 480-18-1 | 685,000             |                       | 685,000             |
| Sidewalk Labs Model                                    | 488-18-1 | 2,400,000           |                       | 2,400,000           |
| <b>TOTAL: CHAPTER ONE</b>                              |          | <b>\$18,099,432</b> | <b>\$2,166,021</b>    | <b>\$20,265,453</b> |

| ACTIVITY  | JOB #    | SPR PARTICIPATING | SPR NON-PARTICIPATING | TOTAL       |
|---|----------|-------------------|-----------------------|-------------|
| CHAPTER TWO: URBAN PROGRAM PLANNING/PART 1:<br>METRO PLANNING-STATE LIAISON/SUPPORT<br>ACTIVITIES |          |                   |                       |             |
| General Liaison & Technical Assistance  | 21A-18-2 |                   | \$1,018,572           | \$1,018,572 |
| Training  | 222-18-1 | 150,000           |                       | 150,000     |
| Regional Green Transit Plan   | 384-18-1 |                   |                       |             |
| Stateline Area Transportation Study   | 422-18-1 | 25,000            |                       | 25,000      |
| City of Rockford Travel Demand Model Extension  | 431-18-1 |                   |                       |             |
| All-Hazards Transportation System Vulnerability Plan  | 435-18-1 |                   |                       |             |
| ITS Architecture  | 436-18-1 | 250,000           |                       | 250,000     |
| Illinois Freight Planning & Advisory Committee  | 437-18-1 | 100,000           |                       | 100,000     |
| Intermodal and Inland Waterway Port Connectivity Study  | 438-18-1 |                   |                       |             |
| Freight Study for South & Central Cook County   | 440-18-1 |                   |                       |             |
| Statewide Transit Study   | 453-18-1 |                   |                       |             |
| Decatur Midwest Inland Port Transportation Plan   | 457-18-1 |                   |                       |             |
| Moline Avenue of the Cities Corridor Plan   | 462-18-1 |                   |                       |             |
| Update Long Range Transportation Plan   | 463-18-1 |                   |                       |             |
| Illinois Intermodal Planning Study  | 464-18-1 |                   |                       |             |
| Dubuque MPO Multi-State Freight Study   | 468-18-1 |                   |                       |             |
| Vehicle Miles Traveled (VMT)  | 469-18-1 |                   |                       |             |
| Potential Intermodal User Fees  | 470-18-1 |                   |                       |             |

| ACTIVITY  | JOB #    | SPR<br>PARTICIPATING | SPR NON-<br>PARTICIPATING | TOTAL        |
|---|----------|----------------------|---------------------------|--------------|
| Illinois State Waterway Study                           | 471-18-1 |                      |                           |              |
| Connected Vehicles Study                                | 472-18-1 |                      |                           |              |
| Decatur Supply Chain                                    | 473-18-1 | 287,500              |                           | 287,500      |
| Northeastern Illinois Expressway Study                  | 474-18-1 | 1,250,000            |                           | 1,250,000    |
| Statewide Travel Demand Model Development               | 475-18-1 | 2,500,000            |                           | 2,500,000    |
| Performance Management Research Data Set                | 476-18-1 | 2,131,250            |                           | 2,131,250    |
| City of Chicago Railroad Planning Support Services      | 478-18-1 | 312,500              |                           | 312,500      |
| Performance Management Requirements                     | 479-18-1 | 1,000,000            |                           | 1,000,000    |
| Champaign Land Use Model                                | 482-18-1 | 150,100              |                           | 150,100      |
| Capacity Building Travel                                | 483-18-1 | 100,000              |                           | 100,000      |
| General Planning Services                               | 484-18-1 | 3,000,000            |                           | 3,000,000    |
| Southern Interchange Feasibility Study                  | 485-18-1 | 75,000               |                           | 75,000       |
| Kaskaskia Regional Port Study                           | 487-18-1 | 90,000               |                           | 90,000       |
| CHAPTER TWO PART 1 TOTAL                                |          | \$11,421,350         | \$1,018,572               | \$12,439,922 |
| Chapter Two: Illinois MPO Program Part 2                | 22A-18-1 |                      | 24,158,424                | 24,158,424   |
|   |          |                      |                           |              |
| <b>TOTAL: CHAPTER TWO</b>                               |          | \$11,421,350         | \$25,176,996              | \$36,598,346 |
|   |          |                      |                           |              |
| <b>CHAPTER THREE: ANNUAL TRANS. IMPROVEMENT PROGRAM</b> |          |                      |                           |              |
| Highway Programming                                     | 31A-18-2 |                      | \$931,700                 | \$931,700    |
| Support Activities                                      | 31B-18-2 |                      | 465,528                   | 465,528      |
| Highway Construction Program Budget and Fiscal Records  | 31C-18-2 |                      | 850,068                   | 850,068      |
| Program Monitoring                                      | 31D-18-2 |                      | 935,240                   | 935,240      |
| <b>TOTAL: CHAPTER THREE</b>                             |          |                      | \$3,182,536               | \$3,182,536  |

|   |          |  |             |             |
|---|----------|--|-------------|-------------|
| <b>CHAPTER FOUR: PLANNING SERV./PART 1: MAPPING</b> |          |  |             |             |
| Mapping   | 41A-18-2 |  | \$1,004,700 | \$1,004,700 |
| Graphics and Publications                           | 41B-18-2 |  | 384,234     | 384,234     |
| CADD  | 41C-18-2 |  | 120,666     | 120,666     |
| Official Illinois State Highway Map                 | 41M-18-1 |  |             |             |
| <b>SUBTOTAL PART 1</b>                              |          |  | \$1,509,600 | \$1,509,600 |

|   | <b>JOB #</b> | <b>SPR<br/>PARTICIPATING</b> | <b>SPR NON-<br/>PARTICIPATING</b> | <b>TOTAL</b> |
|---|--------------|------------------------------|-----------------------------------|--------------|
| <b>Chapter Four: Part 2</b>   |              |                              |                                   |              |
| <b>PART 2: INFORMATION SYSTEMS MANAGEMENT</b>   |              |                              |                                   |              |
| Data Processing Scheduling, Processing, Special Reports &<br>Systems Development & Special Projects | 42A-18-2     |                              | \$734,400                         | \$734,400    |
| Data Processing Hardware  | 42B-18-1     | 204,000                      |                                   |              |
| Database Updates and New Data Projects  | 432-18-1     |                              |                                   |              |
| <b>SUBTOTAL PART 2</b>  |              | \$204,000                    | \$734,400                         | \$938,400    |

| <b>ACTIVITY</b>                                   |          |                    |                     |                     |
|---|----------|--------------------|---------------------|---------------------|
| <b>PART 3: DATA MANAGEMENT AND REPORTS</b>        |          |                    |                     |                     |
| Traffic Volume Counts                             | 43A-18-2 |                    | \$3,356,603         | \$3,356,603         |
| Highway Data Collection                           | 43B-18-2 |                    | 4,734,012           | 4,734,012           |
| Special Studies and Reports                       | 43C-18-2 |                    | 1,767,412           | 1,767,412           |
| Traffic Counting Equipment                        | 43E-18-1 | 1,125,000          |                     | 1,125,000           |
| Link Node Encoding                                | 43F-18-2 |                    | 120,158             | 120,158             |
| SHRP Traf Monit Equip                             | 43G-18-2 |                    | 54,927              | 54,927              |
| Geographic Information System – Technical Support | 43K-18-1 | 2,412,500          |                     | 2,412,500           |
| Traffic Data Collection – District 1              | 478-18-1 | 1,062,500          |                     | 1,062,500           |
| Traffic Data Collection – District 2              | 478-18-1 | 187,500            |                     | 187,500             |
| Traffic Data Collection – District 9              | 478-18-1 | 33,375             |                     | 33,375              |
| Traffic Data Collection – District 4              | 478-18-1 | 277,000            |                     | 277,000             |
| Traffic Data Collection – District 6              | 478-18-1 | 191,000            |                     | 191,000             |
| Traffic Data Collection – District 7              | 478-18-1 | 314,250            |                     | 314,250             |
| Traffic Data Collection - District 3              | 478-18-1 | 225,600            |                     | 225,600             |
| Traffic Data Collection-District 8                | 478-18-1 | 144,000            |                     | 144,000             |
| Traffic Data Collection-District 5                | 478-18-1 | 128,375            |                     | 128,375             |
| <b>SUBTOTAL: PART 3</b>                           |          | <b>\$6,101,100</b> | <b>\$10,033,112</b> | <b>\$16,134,212</b> |
| <b>TOTAL: CHAPTER FOUR</b>                        |          | <b>\$6,305,100</b> | <b>\$12,277,112</b> | <b>\$18,582,212</b> |

|  | JOB #    | SPR<br>PARTICIPATING | SPR NON-<br>PARTICIPATING | TOTAL        |
|--|----------|----------------------|---------------------------|--------------|
| <b>ACTIVITY</b>  |          |                      |                           |              |
| <b>CHAPTER FIVE: DIRECTOR'S OFFICE MANAGEMENT &amp; ADM.</b> |          |                      |                           |              |
| Management and Administration                                | 51A-18-2 |                      | \$516,273                 | \$516,273    |
| District Support, Technical Assistance & Training            | 51B-18-2 |                      | 647,343                   | 647,343      |
| Contingency Fund   | 51C-18-1 | 0                    |                           | 0            |
| <b>TOTAL: CHAPTER FIVE</b>                                   |          | 0                    | 1,163,616                 | 1,163,616    |
| <b>GRAND TOTAL</b>   |          | \$33,154,632         | \$43,966,281              | \$77,120,913 |

**APPENDIX C**  
**SUMMARY OF ESTIMATED COST BY FEDERAL HIGHWAY ADMINISTRATION ITEMIZATION**

| FHWA ITEM                           | SPR Participating   | SPR Non-Participating | Subtotal          | Metro Planning Funds |                                  |                     | Total               |
|-------------------------------------|---------------------|-----------------------|-------------------|----------------------|----------------------------------|---------------------|---------------------|
|                                     |                     |                       |                   | Federal Share PL     | Non-Federal Share<br>State/Local | Subtotal            |                     |
| 1. Admin. And Control               | \$0                 | \$1,163,616           | \$2,078,516       |                      |                                  |                     | \$2,078,516         |
| 2. Systems Inventory                | 204,000             | 5,323,172             | 5,527,172         |                      |                                  |                     | 5,527,172           |
| 3. Mapping                          |                     | 1,509,600             | 1,509,600         |                      |                                  |                     | 1,509,600           |
| 4. Traffic Characteristics          | 6,101,100           | 5,199,340             | 11,300,440        |                      |                                  |                     | 11,300,440          |
| 5. Systems & Programming            | 18,124,432          | 3,459,719             | 21,584,151        |                      |                                  |                     | 21,584,151          |
| 6. Speed & Traffic Services Studies |                     |                       |                   |                      |                                  |                     |                     |
| 7. Highway Statistics               |                     | 850,068               | 850,068           |                      |                                  |                     | 850,068             |
| 8. Economic & Fiscal                |                     | 935,240               | 935,240           |                      |                                  |                     | 935,240             |
| 9. Urban Transportation Planning    | 11,421,350          | 1,018,572             | 12,439,922        | 17,224,729           | 4,306,183                        | 21,530,912          | 33,970,834          |
| 10. HPMS                            |                     | 245,000               | 245,000           |                      |                                  |                     | 245,000             |
| 11. Special Studies                 |                     | 103,530               | 103,530           |                      |                                  |                     | 103,530             |
| 12. Other                           |                     | 0                     | 0                 |                      |                                  |                     | 0                   |
| <b>TOTALS</b>                       | <b>\$35,850,882</b> | <b>\$19,807,857</b>   | <b>55,658,739</b> | <b>\$17,224,729</b>  | <b>\$4,306,183</b>               | <b>\$21,530,912</b> | <b>\$77,189,651</b> |

**APPENDIX D**

**Proposed FY 2018 PL Project Financing:**

| <b>PL Funds Plus Match</b> |                   |                  |                   |
|----------------------------|-------------------|------------------|-------------------|
| <b>Area</b>                | <b>PL</b>         | <b>PL Match</b>  | <b>Total</b>      |
| Bloomington                | 284,888           | 71,222           | 356,110           |
| Champaign                  | 298,709           | 74,677           | 373,386           |
| Cape Girardeau             | 1,600             | 400              | 2,000             |
| Carbondale                 | 180,144           | 45,036           | 225,180           |
| Chicago                    | 13,167,804        | 3,291,951        | 16,459,755        |
| Danville                   | 154,761           | 38,690           | 193,451           |
| Decatur                    | 221,726           | 55,432           | 277,158           |
| DeKalb                     | 179,367           | 44,842           | 224,209           |
| Dubuque                    | 9,907             | 2,477            | 12,384            |
| Kankakee                   | 203,066           | 50,766           | 253,832           |
| Peoria                     | 497,820           | 124,455          | 622,275           |
| Rock Island                | 289,828           | 72,457           | 362,285           |
| Rockford                   | 544,119           | 136,030          | 680,149           |
| St. Louis                  | 817,149           | 204,288          | 1,021,437         |
| South Beloit               | 46,552            | 11,638           | 58,190            |
| Springfield                | 327,289           | 81,823           | 409,112           |
| <b>TOTAL</b>               | <b>17,224,729</b> | <b>4,306,183</b> | <b>21,530,912</b> |



**APPENDIX E**  
**ILLINOIS HIGHWAY PLANNING AND RESEARCH PROGRAM**  
**JULY 1, 2017 THROUGH JUNE 30, 2018**  
**PROJECT SPR-PL-3000 (107 - 148)**

**A. AVAILABLE ESTIMATED FEDERAL FUNDS**

| Unobligated<br>SPR Funds | Balance             | 3/22/2017 |
|--------------------------|---------------------|-----------|
| L550                     | \$1,442,928         |           |
| L55E                     | \$12,220,000        |           |
| Z550                     | \$37,134,240        |           |
| TOTAL                    | <u>\$50,797,168</u> |           |
| <b>PL Funds</b>          |                     |           |
| 0850                     | \$52,810            |           |
| H450                     | \$4,307             |           |
| L450                     | \$1,536,700         |           |
| M450                     | \$2,592,807         |           |
| M45E                     | \$7,072,610         |           |
| Z450                     | \$31,342,140        |           |
| L45E                     | \$1,291,130         |           |
| L45R                     | \$787,503           |           |
| TOTAL                    | <u>\$44,680,007</u> |           |

**B. TOTAL ESTIMATED PARTICIPATING  
COST**

|                               |                   |
|-------------------------------|-------------------|
| State Planning Research (SPR) | \$31,467,132      |
| Urbanized Area Planning (PL)  | <u>21,530,912</u> |
| Total                         | \$52,998,044      |

## C. PROPOSED FINANCING

### PROJECT SPR-PL-3000(123-148)

| SPR<br>TYPE<br>FUND | 80%<br>FEDERAL<br>FUNDS | Match<br>STATE<br>FUNDS | Match<br>LOCAL<br>FUNDS | TOTAL        |
|---------------------|-------------------------|-------------------------|-------------------------|--------------|
| L550                | \$1,442,928             | \$360,732               |                         | \$1,803,660  |
| L55E                | 12,220,000              | \$3,055,000             |                         | 15,275,000   |
| Z550                | 8,406,952               | \$2,239,238             | \$62,500                | 11,508,690   |
|                     | \$22,869,880            | \$5,654,970             | \$62,500                | \$28,587,350 |

### PROJECT SPR-PL-3000(107-122)

| PL<br>TYPE<br>FUND | 80%<br>FEDERAL<br>FUNDS | Match<br>STATE<br>FUNDS | Match<br>LOCAL<br>FUNDS | TOTAL        |
|--------------------|-------------------------|-------------------------|-------------------------|--------------|
| 0850               | \$52,810                |                         | \$13,203                | \$66,013     |
| H450               | \$4,307                 |                         | \$1,077                 | \$5,384      |
| L450               | \$1,536,700             |                         | \$384,175               | \$1,920,875  |
| M450               | \$2,592,807             | 592,859                 | \$55,342                | \$3,241,008  |
| M45E               | \$7,072,610             | 1,768,153               |                         | \$8,840,763  |
| Z450               | \$8,067,505             | 2,016,876               |                         | \$10,084,381 |
| Total              | \$19,326,739            | \$4,377,888             | \$453,797               | \$24,158,424 |

## APPENDIX F

### UNIFIED WORK PROGRAM FOR FISCAL YEAR 2018

#### Job numbers by FHWA Itemization.

#### **FHWA ITEM**

1. Admin. and Control - 51A, 51B, 51C
2. Systems Inventory - 42A, 42B, 432, 43B
3. Mapping - 41A, 41B, 41C, 41M
4. Traffic Characteristics - 43A, 43C, 43E, 43F, 43G, 43K, 43P, 478
5. Systems & Programming - 11A, 11B, 11D, 11E, 11M, 11U, 11V, 386, 393, 404, 406, 428, 446, 450, 454, 455, 458, 459, 477, 481, 488, 31A, 31B,
6. Speed & Traffic Services Studies
7. Highway Statistics - 31C
8. Economic & Fiscal - 31D
9. Urban Transportation Planning - 21A, 22A, 222, 384, 422, 431, 435, 436, 437, 438, 440, 442, 443, 453, 456, 457, 461, 462, 463, 464, 466, 469, 470, 471, 472, 473, 474, 475, 476, 478, 479, 482, 483, 484, 485, 487
10. HPMS - 43A, 43B, 43C
11. Special Studies - 11C
12. Other

## APPENDIX G UNIFIED WORK PROGRAM FOR FISCAL YEAR 2018 FTA Section 5305 (e) Projects

### Status of Exiting Program Support (Planning) Projects

#### **Champaign County Sidewalk Inventory and Conditions Assessment**

The Champaign County Regional Planning Commission (CCRPC) developed a comprehensive public sidewalk inventory and condition assessment for the Champaign-Urbana Urbanized area. The Cities of Urbana and Champaign; the Villages of Savoy, Bondville, and Tolono; and the University of Illinois will use this inventory and assessment to develop a public sidewalk management and transition program. Establishing this program will increase the existing transportation infrastructure's sustainability.

Status: IDOT closed this grant.

#### **Champaign-Urbana Mass Transit District Strategic Plan Update**

The Champaign-Urbana Mass Transit District had updated their Strategic Plan since many of their executives retired. The Champaign-Urbana Mass Transit District's size and budget also more than double since the previous Strategic Plan.

Status: IDOT closed this grant.

#### **Chicago Heights and Sauk village Manufacturing and Logistics Center Feasibility Study**

Cook County and the South Suburban Mayors and Managers Association have been jointly studying the feasibility of a manufacturing and logistics center on several large brownfield industrial sites in Chicago Heights and Sauk Village located west of the intersection of Route 394 and U.S. 30. The Union Pacific and Canadian National Railroads have extensive service in the region and are willing to provide service to the study area.

This study has been systematically analyzing whether and how the aforementioned sites may be optimally suited for cargo-oriented development. This study involves the following tasks: comparing this area to other logistics sites in Northern Illinois, determining this area's strengths and weaknesses based on industrial location factors, interviewing industrial stakeholders, performing commodity and rail infrastructure analyses, and developing a strategic plan.

IDOT has budgeting \$225,000 for this study (\$180,000 Federal and \$45,000 State funds).

Status: Cook County drafted an outline of the literature review, identified categories for a comprehensive analysis of the area's strengths and weaknesses, drafted a list of potential persons and firms to interview, drafted a list for the Corridor Advisory Group, drafted a list of existing data sources for the cargo/commodity analysis, and held a work group meeting to brief the attendees about the project and the roles of the work group members.

Cook County submitted an invoice for IDOT review but needs more supporting documentation.

#### **Comprehensive Transportation Study for the Bloomington-Normal Public Transportation System**

Bloomington-Normal Public Transportation System hired a consultant to conduct a Comprehensive Operations Analysis to recommend system improvements. The consultant identified and analyzed existing conditions, developed service alternatives and a methodology for evaluating future services, and prepared a Draft and Final Report.

Status: IDOT has been working with the Grantee to get missing supporting information to support several charges on their first and final invoice.

#### **Cook-DuPage Corridor Plan and Design Study**

The West Central Council of Mayors and the DuPage County Mayors and Managers Association worked together on this study to create a Smart Corridors Plan and Design Study to improve transit, auto, and freight modes for the following Cook-DuPage Smart Corridors:

Cermak Road from Cicero Avenue to Winfield Road

North Avenue from Cicero Avenue to the DuPage/Kane County Line

Harlem Avenue from Glenview Road to 95th Street

#### Roosevelt Road from Harlem Avenue to the DuPage/Kane County Line

The consultant performed the following tasks: Evaluated the capabilities of the existing traffic control equipment, obtained stakeholder feedback about best practices on system operations, identified operating and maintenance issues, performed a technology scan, developed a concept design for each corridor with an operating and maintenance plan, and developed a performance evaluation tool for understanding how to best use the new equipment when traffic conditions change in the future. The consultant documented this information in a Draft and Final report.

Status: IDOT closed out this grant.

#### **Downstate Compliance Reviews**

IDOT hired a consultant to review how well Illinois' 40-50 rural and small urbanized grantees comply with Section 5311, 5311(f), 5316, 5317, and state operating assistance program administration requirements. This consultant has been developing an individual compliance plan for each Grantee and has been reviewing and updating the Section 5311 Compliance Assessment Field Review Guide, the Section 5310 and 5311 State Management Plan, the Section 5311 Annual Element site visit form, and the Section 5310, 5316, and 5317 site visit forms.

Status: The Consultant, RLS & Associates, has been preparing compliance reviews and technical assistance reports. They submitted Final Reports this year for the Cities of Macomb and Quincy; the Counties of Boone, Bureau, Lee, and Ogle; and Piatt County Public Transportation. They also submitted Draft Final Reports for CRIS, RIDES, Rock Island/Mercer, and South Central Illinois Mass Transit Districts.

As of December 2016, RLS & Associates invoiced IDOT for \$753,981.56 (\$603,185.25 federal and \$150,796.31 state).

#### **Downstate Facility Design Task Orders**

IDOT has several small rural grantees that are seeking capital funds to build bus transfer centers or administrative/maintenance facilities. In each of these cases, these grantees would like to hire a consultant to help them determine what their existing and potential needs are for the new facility, what sites will likely work best for the new facility, and develop a financial plan in some cases. IDOT has budgeted \$300,000 for this task order project (\$240,000 Federal and \$60,000 State funds).

Status: IDOT decided not to proceed with a task order contract but to individually award contracts for facility design work. The new grants for facility design and other types of work appear in the section, Studies Going through the GATA Process.

#### **Feasibility Study on the Formation of a Rural Mass Transit District for McLean County**

McLean County's SHOW BUS is the rural public transit provider for DeWitt, Ford, Iroquois, Livingston, Kankakee, and McLean Counties. SHOW BUS has entered into intergovernmental agreements with each of the counties, which stipulate the amount and type of rural public transit service provided and the compensation required. The current process, however, is time consuming and labor intensive. Therefore, SHOW BUS undertook this study to determine whether it would be better to establish a mass transit district for all counties it currently serves, except for Kankakee.

Status: IDOT closed out this grant.

#### **Illinois Public Transportation Association (IPTA) Budget**

IDOT has budgeted \$290,800 for IPTA's operating budget for November 1, 2014 - October 31, 2016 (\$159,610.50 Federal and \$131,189.50 local).

Status: IDOT has reimbursed IPTA \$120,425.07 in Federal funds for eligible expenses.

#### **Illinois Valley Comprehensive Corridor Study**

In 2003, communities along the old Rock Island Line from LaSalle-Peru to Joliet completed a Phase I feasibility study to look at the physical, operational, and financial feasibility of restoring this line's commuter rail service. This study determined that commuter rail service could be feasible, but raised questions about sufficient ridership and the lack of local connecting bus services to this potential commuter rail line as well as between communities within LaSalle and Grundy Counties.

The Illinois Valley Comprehensive Corridor Study provided a broader picture of the study area's transit needs and recommended short- and long-term local and intercity transit options.

Status: IDOT closed out this grant.

### **Joliet Regional Express Bus Study**

Pace, the Suburban Bus Division of the Regional Transportation Authority, will study the feasibility of regional express bus services taking people from Naperville, Schaumburg, Homewood, and Rosemont (O'Hare Airport) to the new Joliet Gateway Center. These services will likely create a larger market for the new 110 mph high speed rail service and create potential new transit markets.

This study will examine potential demand for this service and determine whether this service is operationally and financially feasible. Pace's examination will include the following corridors: 1) Joliet to the Homewood Amtrak/Metra Station, 2) Joliet to Rosemont (O'Hare Airport), 3) Joliet to Schaumburg, and 4) Joliet to Naperville.

Pace had asked IDOT to put this study on hold until the State Budget is approved. It was relying on a non-Federal match to proceed.

Status: IDOT approved a no-cost time extension. Pace did not want to proceed before a transportation budget was in place, but became comfortable that funds were available from IDOT.

### **Next Generation Intermodal Passenger Transportation System**

A research team from the University of Illinois at Chicago was collecting, examining, and analyzing technical research needed to find solutions to the "last mile" problem. This problem occurs when a traveler uses public or active transportation for most of a trip, but cannot access these modes for the trip's "last mile."

Status: IDOT closed out this grant.

### **Pace Operations Analysis in Chicago's Southeast and South Suburbs**

Pace will analyze its existing bus operations in Chicago's southeast and south suburbs. They will also examine whether express buses could build potential markets for the proposed CTA Red Line extension and Metra's potential SouthEast Service.

IDOT has budgeted \$300,000 for this study (\$240,000 Federal and \$60,000 State funds).

Status: IDOT approved a no-cost time extension. Pace did not want to proceed before a transportation budget was in place, but became comfortable that funds were available.

### **Southwest Will County TMA Start-up and Background Research**

The Joliet Arsenal Development Authority (JADA) originally requested a study to determine how to create a transit management association and develop routes for the association based on potential demand. During the study, JADA determined that there was not as much support for a transit management association as they first thought. JADA also learned that nearby areas were getting new residential and industrial growth that were putting pressure on the area's existing public transit agencies to provide new or more service.

JADA, therefore, asked IDOT if they could use the remaining study funds to further explore demand in the region and how the area's existing public transit agencies may better serve that demand. IDOT agreed to give them an extension and to re-scope this study, dropping the TMA and focusing more in-depth on demand in the original study area and neighboring townships.

### **Statewide Intercity Bus and Rail Passenger Transportation Study**

A research team at the University of Illinois at Chicago has been examining Illinois' intercity bus and rail passenger transportation services and will recommend strategies for improvements because intercity bus and/or Amtrak are/is often the only long-distance public transportation option that connects riders from rural areas to larger, more densely populated cities.

Status: IDOT put this project on hold but now is in the process of restarting once the Department saw that it was not duplicating another study effort.

### **Statewide Transportation Demand Model**

A research team at the University of Illinois at Chicago was developing a statewide passenger, long-distance travel demand model and a truck freight model for Northeastern Illinois, including impacts from the neighboring States of Indiana, Michigan, and Wisconsin. These models will help planners evaluate more complex transportation issues from a system perspective and allow them to better understand travel behavior across Illinois.

Status: The Grantee has completed this project, but IDOT has to finish reading the Final Report and pay the remaining invoices.

IDOT reimbursed UIC \$357,917.17 so far and is waiting for the final invoice.

### **Transit-oriented Development Study for Lawrence Avenue in the Greater Albany Park Area of Chicago**

The Chicago Transit Authority is determining whether it is feasible to redevelop the existing CTA Kimball and Kedzie Stations, the Kimball Yard, and an adjacent maintenance area with transit-compatible, higher density uses. This study seeks to identify opportunities for infill development, maximize uses of existing developments, better understand all issues and costs associated with construction adjacent to CTA facilities, and develop design guidelines for development around these facilities.

Status: The CTA has combined this study with a larger capital grant. Their consultant has completed an analysis of existing conditions and systemwide capacity and has begun developing a purpose and need statement and an evaluation of potential project elements.

### **Alternative Site Analysis and Preliminary Design of the Downtown Bloomington Transfer Facility**

This study would evaluate alternative station sites, create conceptual drawings, and provide detailed cost estimates for building the station. This work would increase Connect Transit's chances of successfully receiving TIGER funding in the future.

This study would take up to 24 months and cost approximately \$250,000. IDOT is going through the GATA contracting process for this study.

### **Champaign County Rural Area Transit System Deviated Fixed Route Feasibility Study**

The Champaign-Urbana Urbanized Area Transportation Study (CUUATS) would like to study whether it is feasible to implement deviated fixed routes between Champaign County's urban and rural areas. This could potentially free up vehicle capacity that is currently used to provide demand response service. The overwhelming demand for service has forced the Champaign County Rural Area Transit System to typically deny 76 rides a month. It has also prevented the transit system from pursuing potential service contracts with area businesses and non-profits.

This study will take 24 months to complete and cost \$55,045.47.

Status: IDOT decided not to proceed with this project after the new transportation budget was approved.

### **Champaign-Urbana Mass Transit District (C-UMTD) Operations Analysis**

The District is experiencing ridership loss for the first time in many years. They believe it is attributable to many infill developments that are collectively changing travel behavior. They would like to see if this is true and readjust their routes to recapture and attract additional riders.

This study will take 24 months to complete and cost \$200,000. IDOT is going through the GATA contracting process for this study.

### **Decatur Comprehensive Operations Analysis**

The City of Decatur requested a comprehensive operations analysis of their existing public transportation system. The last time they had their public transportation system analyzed was 2003/2004.

This study will take up to 24 months to complete and cost \$75,000. IDOT is going through the GATA contracting process for this study.

### **Enhancement of Non-Automobile Travel Forecasting for the Champaign-Urbana Urbanized Area**

Champaign-Urbana Urbanized Area Transportation Study (CUUATS) is seeking to modify their existing transportation demand model to include pedestrian and bicycle trips. These trips are 22% and 36% of all daily work trips in Champaign and Urbana respectively.

The modifications to the existing model would enable CUUATS and other agencies in the region to evaluate the effectiveness of facility improvements and policy changes designed to encourage pedestrian and bicycle trips in the area.

This project would take 24 months and cost \$94,984.74.

Status: IDOT decided not to proceed with this project after the new transportation budget was approved.

### **Feasibility Study for Boone County's New Administration and Operations Transportation Facility**

Boone County has outgrown its current bus facility because its service has been growing to accommodate people moving to the county. Boone County is seeking to build a new administration and operations facility to accommodate all of their vehicles and is looking for a study to determine what their current and future building capacity needs are and a detailed cost estimate for the facility.

This project would take 24 months and cost \$150,000. IDOT is going through the GATA contracting process for this study.

### **Illinois Public Transportation Association (IPTA) Budget**

IDOT has budgeted \$300,000 for IPTA's operating budget for November 1, 2016 - October 31, 2018 (\$165,000 Federal and \$135,000 local).

### **Improving Paratransit in the Chicago Region**

The University of Illinois at Chicago will 1) study current trends in paratransit use and why these trends are occurring, 2) forecast future trends and where they are occurring within the City of Chicago, 3) determine how Pace can improve their paratransit services, and 4) study whether alternatives such as Uber and Lyft can be used to accommodate existing riders to relieve paratransit demand and its high attendant costs.

This study shall take approximately three years and cost approximately \$246,000. IDOT is going through the GATA contracting process for this study.

### **Navigating Public Transportation: A Toolkit for Older Adults**

Under this study, the Regional Transportation Authority would develop and test a variety of low-and-high tech information tools designed to enhance the transit experience of older adults, taking into account vision, hearing, mobility, and cognition changes associated with aging. These tools would include print and electronic information, education materials targeting older adults, enhanced trip planning tools and smartphone applications promoting fixed route and demand response transit, and peer travel training. This study would apply information previously gathered in research IDOT conducted on the travel behavior of older adults.

This study would take 24 months to complete and cost approximately \$300,000.

Status: The Regional Transportation Authority asked IDOT to drop this study so they could revisit this concept at a later date.

### **Regional Transportation Authority Non-Riders Survey**

The Regional Transportation Authority would like to perform an in-depth study about why riders choose not to use the CTA, Metra, or Pace services. This data would help the agency devise policies or plan projects that may help them attract some of these riders in the future.

This study would take 18 months and cost approximately \$250,000. IDOT is going through the GATA contracting process for this study.

### **Sustainable Neighborhoods: Tools and Resources for the Champaign-Urbana Urbanized Area**

The Champaign-Urbana Urbanized Area Transportation Study (CUUATS) is seeking to integrate several of their existing models, including those dealing with transit, mobility, health, land use, and air quality, to show how potential projects and policies can impact mobility, accessibility, and health in individual neighborhoods. After completing this project, CUUATS will incorporate this integrated model into an interactive website so they can educate and engage the public in an ongoing conversation about local transportation priorities and their impact on the neighborhoods.

This project would take 24 months and cost \$179,966.08. IDOT is going through the GATA contracting process for this study.



### **Transportation Plan for Douglas County**

This study would be contingent upon Douglas County allowing neighboring Coles County to take over operations of their public transportation system. The Coles County Regional Planning & Development Commission would like to hire a consultant to evaluate transportation demand in Douglas County and devise a transit system that will best serve this demand, given available resources.

This study would take 12 months to complete and cost approximately \$75,000. IDOT is going through the GATA contracting process for this study.

### **Understanding and Forecasting the Impacts of Depopulation in Illinois**

The University of Illinois at Chicago would look at where and how much depopulation is occurring throughout Illinois, including the socio-demographic attributes and accessibility needs of those who remain. Based on this data, the researchers would estimate the likely impacts of the problem in the short- and medium-term, and provide recommendations about how local governments could lessen these negative impacts.

This study shall take approximately two years and cost approximately \$238,000.

### **Vermillion County – Planning for the Design and Development of a Centralized Transportation Transfer, Communication, Vehicle Maintenance and Repair, and Vehicle Warehousing Site**

Vermillion County is seeking to build a new administration and operations facility to accommodate all of their vehicles and is looking for a study to determine what their current and future building capacity needs are and a detailed cost estimate of the facility.

This study would take up to 24 months and cost approximately \$125,000. IDOT is going through the GATA contracting process for this study.

### **Village of Rantoul Transportation Plan**

The Village of Rantoul would like to develop a new Comprehensive Transportation Plan that would include roadways, transit, and bicycle and pedestrian transportation networks. Part of this plan would focus on determining how the Village could transition some of its demand response bus services to deviated fixed routes. The demand for transit has outpaced current capacity since many riders are now taking transit to work.

This study would take up to 16 months and cost \$40,052.61. IDOT is going through the GATA contracting process for this study.

### **Whiteside County Deviated Fixed Route Feasibility Study**

Whiteside County would like to study whether it is feasible to implement deviated fixed routes within the County to potentially free up vehicle capacity currently used to provide demand response service. Historically, public transit demand mostly came from senior citizens in Sterling and Rock Falls in the eastern part of the County. Now, younger people are discovering the system and are taking it to school and work in Fulton and Morrison in the western part of the county. This has caused long delays for riders as public transit vehicles travel from one end of the county to the other.

This study would take up to 24 months and cost approximately \$80,000.

Status: IDOT is going through the GATA contracting process for this study.

IDOT is currently developing a Notice of Funding Opportunity for the coming fiscal year's technical services (planning) projects.

## APPENDIX H

### Federal and State Job Numbers

| Part 1: PL BREAKOUT FY 2018 |            |                      |                |                        |                          |
|-----------------------------|------------|----------------------|----------------|------------------------|--------------------------|
| Function                    | Job Number | APA STATE JOB NUMBER | Title          | Federal Project Number | Federal PL Dollar Amount |
|                             |            |                      |                |                        |                          |
| P02                         | 22E        | HPR-66-002-18        | Bloomington    | 3000(108)              | \$284,888                |
| B68                         | 415        | HPR-66-003-18        | Cape Girardeau | 3000(109)              | \$1,600                  |
| B67                         | 414        | HPR-66-004-18        | Carbondale     | 3000(110)              | \$180,144                |
| P03                         | 22F        | HPR-66-105-18        | Champaign      | 3000(111)              | \$298,709                |
| P01                         | 22D        | HPR-66-106-18        | CMAP           | 3000(112)              | \$13,167,804             |
| A57                         | 331        | HPR-66-107-18        | Danville       | 3000(113)              | \$154,761                |
| P05                         | 22H        | HPR-66-108-18        | Decatur        | 3000(114)              | \$221,726                |
| A56                         | 330        | HPR-66-109-18        | DeKalb         | 3000(115)              | \$179,367                |
| P06                         | 22J        | HPR-66-110-18        | Dubuque        | 3000(116)              | \$9,907                  |
| P07                         | 22S        | HPR-66-111-18        | Kankakee       | 3000(117)              | \$203,066                |
| P08                         | 22L        | HPR-66-112-18        | Peoria         | 3000(118)              | \$497,820                |
| P09                         | 22N        | HPR-66-113-18        | Quad Cities    | 3000(119)              | \$289,828                |
| P10                         | 22M        | HPR-66-114-18        | Rockford       | 3000(120)              | \$544,119                |
| P11                         | 22K        | HPR-66-115-18        | St. Louis      | 3000(122)              | \$817,149                |
| P12                         | 22T        | HPR-66-141-18        | S. Beloit      | L9NC(879)              | \$46,552                 |
| P13                         | 22P        | HPR-66-117-18        | Springfield    | 3000(121)              | \$327,289                |
|                             |            |                      |                | TOTAL                  | \$17,224,729             |

## APPENDIX H

### Federal and State Job Numbers

| PART 2: Individual SPR Breakout FY 2018 |            |                      |  |                        |                       |
|---|------------|----------------------|--|------------------------|-----------------------|
| Function                                | Job Number | APA STATE JOB NUMBER | Title                                      | Federal Project Number | Federal Dollar Amount |
| <b>CHAPTER ONE</b>                      |            |                      |  |                        |                       |
| P31                                     | 11D        | HPR-66-118-18        | Pavement Cond Rating                       | 3000(123)              | \$2,371,746           |
| P32                                     | 11E        | HPR-66-142-18        | Comprehensive Bridge                       | C2IU(841)              | \$1,600,000           |
| P33                                     | 11M        | HPR-66-120-18        | Statewide Prog PL Sys                      | 3000(125)              | \$1,500,000           |
| A60                                     | 11U        | HPR-66-143-18        | Work Zone Safety                           | FYS8(615)              | \$960,000             |
| B21                                     | 11V        | HPR-66-144-18        | Nat'l Scenic Byways in IL                  | H0XE(119)              | \$174,800             |
| B37                                     | 386        | HPR-66-145-18        | BridgeWatch® System                        | 8Z5K(365)              | \$250,000             |
| B46                                     | 393        | HPR-66-146-18        | Hwy Public-Private Part                    | 8CIY(737)              | \$1,280,000           |
| B59                                     | 406        | HPR-66-126-18        | Fiber track software                       | 3000(130)              | \$85,000              |
| B99                                     | 446        | HPR-66-159-18        | Truck Size/Weight on Roadways/Bridges      | HVGS(307)              | \$1,000,000           |
| D04                                     | 450        | HPR-66-147-18        | Spec Training CO & dist                    | 7RHZ(999)              | \$120,000             |
| D13                                     | 459        | HPR-66-148-18        | Asset Management                           | M2F0(213)              | \$230,000             |
| D31                                     | 477        | HPR-66-149-18        | Maint. Yard Study                          | CWI2(938)              | \$400,000             |
| D35                                     | 481        | HPR-66-158-18        | Highway Project Dev.                       | 96N6(732)              | \$548,000             |
| D41                                     | 488        | HPR-66-169-18        | Sidewalk Labs Model                        | FQQH(759)              | \$1,920,000           |
|   |            |                      |  | TOTAL                  | \$12,439,546          |
| <b>CHAPTER TWO</b>                      |            |                      |  |                        |                       |
| B75                                     | 422        | HPR-66-150-19        | SLATS addtl funds                          | 4YQM(300)              | \$20,000              |
| B89                                     | 436        | HPR-66-151-18        | ITS architecture                           | I4V2(728)              | \$200,000             |
| B90                                     | 437        | HPR-66-163-18        | IL Freight Planning and Advisory Committee | C4DD(389)              | \$80,000              |
| D27                                     | 473        | HPR-66-134-18        | Decatur Supply Chain                       | 3000(137)              | \$230,000             |
| D28                                     | 474        | HPR-66-135-18        | Chicago Express Study                      | 3000(138)              | \$1,000,000           |
| D29                                     | 475        | HPR-66-152-18        | OIPI Travel Demand                         | SYBM(165)              | \$2,000,000           |
| D30                                     | 476        | HPR-66-153-18        | Perf Mgmt Research Data                    | ELCP(673)              | \$1,705,000           |

|     |     |               |   |           |             |
|-----|-----|---------------|---|-----------|-------------|
| D33 | 479 | HPR-66-154-18 | City of Chicago                           | XBSS(697) | \$250,000   |
| D34 | 480 | HPR-66-155-18 | Performance Mgmt<br>Req                   | 4M5Y(175) | \$800,000   |
| D36 | 482 | HPR-66-160-18 | Champaign Land Use<br>Model               | 00ZI(472) | \$120,080   |
| D37 | 483 | HPR-66-162-18 | Capacity Building<br>Travel               | 3SKQ(836) | \$80,000    |
| D38 | 484 | HPR-66-164-18 | General Planning<br>Services              | 7B6F(647) | \$2,400,000 |
| D39 | 485 | HPR-66-165-18 | Southern Interchange<br>Feasibility Study | YBLF(307) | \$60,000    |
| D40 | 487 | HPR-66-167-18 | Kaskaskia Regional<br>Port Study          | AT8C(874) | \$72,000    |
|     |     |               |   | TOTAL     | \$9,017,080 |

| Part 2: Individual SPR Breakout FY 2018 |               |                         |                            |                              |                             |
|---|---------------|-------------------------|----------------------------|------------------------------|-----------------------------|
| Function                                | Job<br>Number | APA STATE JOB<br>NUMBER | Title                      | Federal<br>Project<br>Number | Federal<br>Dollar<br>Amount |
|   |               |                         | <b>CHAPTER FOUR PART 3</b> |                              |                             |
| P70                                     | 43E           | HPR-66-138-18           | Traffic Count Equipment    | 3000(141)                    | \$900,000                   |
| P74                                     | 43K           | HPR-66-139-18           | GIS Tech Support           | 3000(142)                    | \$1,930,000                 |
| <b>District Traffic Count</b>           |               |                         |                            |                              |                             |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-1          | 3000(143)                    | \$850,000                   |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-2          | 3000(143)                    | \$150,000                   |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-9          | 3000(143)                    | \$26,700                    |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-4          | 3000(143)                    | \$221,600                   |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-6          | 3000(143)                    | \$152,800                   |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-7          | 3000(143)                    | \$251,400                   |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-3          | 3000(143)                    | \$180,480                   |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-8          | 3000(143)                    | \$115,200                   |
| D32                                     | 478           | HPR-66-140-18           | Traffic Count D-5          | 3000(143)                    | \$102,700                   |
|   |               |                         |                            | TOTAL                        | \$4,880,880                 |

| Federal and State Job Numbers       |            |                      |                       |                        |                       |
|-------------------------------------|------------|----------------------|-----------------------|------------------------|-----------------------|
| PART 3: Annual SPR Breakout FY 2018 |            |                      |                       |                        |                       |
| Function                            | Job Number | APA STATE JOB NUMBER | Title                 | Federal Project Number | Federal Dollar Amount |
| P27                                 | 11A        | HPR-66-001-18        | Highway Program Plan. | 3000(145)              | \$2,040,000           |
| P36                                 | 222        | HPR-66-156-18        | Training              | YDGZ(931)              | \$120,000             |
| P65                                 | 42B        | HPR-66-157-18        | Data Processing       | TMWV(218)              | \$163,200             |
| P80                                 | 51C        |                      | Contingency Fund      |                        | \$0                   |
|                                     |            |                      |                       | Total                  | \$2,323,200           |

**SPR Grand Total 2018**

**\$28,660,706**

| PART 4: Non-Participating State Job Numbers |  |            |                         |              |
|---|--|------------|-------------------------|--------------|
| Function                                    |  | Job Number | Title                   | Amount       |
| P28   |  | 11A-18-2   | Highway Program Plan    | \$1,734,245  |
| P29   |  | 11B-18-2   | Highway Funct Sys       | \$328,246    |
| P30   |  | 11C-18-2   | Special Federal Studies | \$103,530    |
| P35   |  | 21A-18-2   | General Liason          | \$1,018,572  |
| P55   |  | 31A-18-2   | Highway Programming     | \$931,700    |
| P56   |  | 31B-18-2   | Support Activities      | \$465,528    |
| P57   |  | 31C-18-2   | Highway Const. Program  | \$850,068    |
| P58   |  | 31D-18-2   | Program Monitorin       | \$935,000    |
| P59   |  | 41A-18-2   | Mapping                 | \$1,004,700  |
| P60   |  | 41B-18-2   | Graphics & Publications | \$384,234    |
| P61   |  | 41C-18-2   | CADD                    | \$120,666    |
| P64   |  | 42A-18-2   | DP/Syst. Hardware       | \$734,400    |
| P66   |  | 43A-18-2   | Traffic Volume counts   | \$3,356,603  |
| P67   |  | 43B-18-2   | Highway Data Collection | \$4,734,012  |
| P68   |  | 43C-18-2   | Special Studies         | \$1,767,412  |
| P71   |  | 43F-18-2   | Link Node Encoding      | \$120,158    |
| P72   |  | 43G-18-2   | SHRP-Traffic Monitoring | \$54,927     |
| P78   |  | 51A-18-2   | Management/Adm.         | \$516,273    |
| P79   |  | 51B-18-2   | District Support        | \$647,343    |
|   |  |            | Total                   | \$19,807,617 |

## Continuing Federal Job Numbers Without Additional SPR Funds

### PART 5:

| Function           | Job Number | Title   |
|--------------------|------------|---|
| <b>CHAPTER ONE</b> |            |   |
| B57                | 404-18-1   | Height Moderization Program                     |
| D08                | 454-18-1   | Statewide Orthoimagery                          |
|                    | 455-18-1   | Surveying Equipment                             |
| <b>CHAPTER TWO</b> |            |   |
| B34                | 384-18-1   | RTA Regional Green Transit Plan                 |
| B84                | 431-18-1   | City of Rockford Travel Demand Model Ext        |
| B88                | 435-18-1   | All-Hazards Trans. System Vulnerability Plan    |
| B91                | 438-18-1   | Intermodal and Inland Waterway Connect Study    |
| B93                | 440-18-1   | Freight Study for South & Central Cook County   |
| D07                | 453-18-1   | Statewide Transit Study                         |
| D11                | 457-18-1   | Decatur Midwest Inland Port Transportation Plan |
| D16                | 462-18-1   | Moline Avenue of the Cities Corridor Plan       |
| D17                | 463-18-1   | Update Long Range Transportation Plan           |
| D18                | 464-18-1   | Illinois Intermodal Planning Study              |
| D22                | 468-18-1   | Dubuque MPO Multi-State Freight Study           |
| D23                | 469-18-1   | Vehicle Miles Traveled (VMT)                    |
| D24                | 470-18-1   | Potential Intermodal User Fees                  |
| D25                | 471-18-1   | Illinois State Waterway Study                   |
| D27                | 472-18-1   | Connected Vehicles Study                        |









